2002

Virginia Department of Transportation Daily Traffic Volume Estimates Including Vehicle Classification Estimates

where available

Jurisdiction Report

92

Tazewell County
Town of Bluefield
Town of Richlands
Town of Tazewell
Town of Cedar Bluff
Town of Pocahontas

Prepared By

Virginia Department of Transportation Mobility Management Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Mobility Management Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT's Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

Peak Hour: The estimate of the traffic volume for the 30th highest traffic volume occurring in a one-year period divided by the AADT for the same one-year period.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of 30th Highest Hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the Peak Hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North
81 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

29 US Route

7 Virginia State Route

(600) Secondary Route

Special Routes

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT ALT - Alternate Route
Wve - Wve Route connector

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

					I da	zewell Maintenance A	irea							
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Ti	rail 2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Tazewell County				From:		Smorth County Line								
16	3.66	190	F	95%	0%	Smyth County Line 2% 2% 19	% 0%	F	0.087	F	0.722	190	F	2002
	4.05	550	F	From:	00/	92-601 Asberrys 2% 2% 19	00/	<u> </u>	0.000		0.500	500		2002
16	4.95	550	Г	95%	0%		% 0%	С	0.092	F	0.528	560	F	2002
16	2.77	1400	F	95%	0%	92-602 2% 2% 19	% 0%	F	0.081	F	0.578	1400	F	2002
				From:	201	92-604 Scales		<u> </u>						
(16)	1.68	2500	F	95% To:	0%	2% 2% 19 S US 19, BUS US 460, Ma		F I	0.086	F	0.648	2500	F	2002
Bus				From:	ВСС	S US 19 BUS								
16 [19]	1.11	2800	F	97%	1%	1% 0% 19	% 0%	F	0.084	F	0.542	2900	F	2002
Bus				From:		WCL TAZEWELL								
16) [19]	0.44	1800	F	97% To:	1%	1% 0% 19 SR 16	% 0%	С	0.094	F	0.582	1900	F	2002
Town of Tazewell				From:		WCL TAZEWELL								
Bus 16 19 Main Street	0.20	3000	F	98%	0%	1% 0% 19	% 0%	С	0.083	F	0.514	3000	F	2002
$\circ \circ$				To: From:	AL	Γ SR 16 FAIRGROUNDS	RD							
Bus 16 19 Main Street	0.81	4500	F	98%	0%	1% 1% 19		F	0.089	F	0.537	4600	F	2002
10 (19)				To:		CHURCH AVE								
Bus 16 19 Fincastle Trpk	0.44	5000	F	98%	0%	1% 1% 1°	% 0%	ı F	0.094	F	0.559	5100	F	2002
16 19 Fincastle Trpk	0.44	0000	•	To:		US 19; 460 BUS MAIN S			0.004	'	0.000	0100	•	2002
Tanavall Ava	0.00	4400	_	97%		S US 19, BUS US 460, Ma			0.000	F	0.504	4400	_	2002
16 Tazewell Ave	0.83	4100	F	9/%	0%	1% 1% 19	% 0%	С	0.089	Г	0.564	4100	F	2002
16 Tazewell Ave	0.44	3200	F	From: 98%	0%	US 19, US 460 1% 0% 19	% 0%	С	0.089	F	0.555	3300	F	2002
16) 1 020110117110	0.11	0200	•	To:	070	SR 61 Riverside Dr	70 070		0.000		0.000	0000	•	2002
Diverside De	4.00	F400	_	From:	00/	Tazewell Ave	% 0%		0.007	_	0.000	5500	_	2002
16 Riverside Dr	1.30	5400	F	98%	0%	1% 0% 19		F	0.087	F	0.622	5500	F	2002
16 Riverside Dr	0.54	5600	F	From: 97%	0%	ALT SR16 Fairgrounds Ro 1% 1% 19		С	0.081	F	0.608	5700	F	2002
(16) 1 44 O O O O O	0.01		•	To	070	NCL Tazewell	70 070		0.001		0.000	0.00	•	2002
Fazewell County														
	2.67	4600	_	From:	00/-	NCL Tazewell	0/4 Nº/4	_	n ng	_	0.594	4600	_	2002
16	2.67	4600	F	97%	0%	1% 1% 19	% 0%	F	0.08	F	0.584	4600	F	2002
16)	2.62	3200	F	97%	0%	92-636 Adria 1% 1% 19	% 0%	С	0.081	F	0.642	3300	F	2002
(10)				To:		92-644								
16)	2.55	2200	F	97%	0%	1% 1% 19	% 0%	F	0.078	F	0.655	2200	F	2002
<u> </u>				To:		West Virginia State Line								
Town of Tazewell				From:		LIC 10 Day Main Ct								
ALT 16 Fairgrounds Road	0.73	3100	F	97%	0%	US 19 Bus Main St 1% 0% 19	% 0%	С	0.09	F	0.515	3100	F	2002
	-			To:		NCL Tazewell								
ALT	0.17	3500	F	97%	0%	1% 0% 19	% 0%	F	0.087	F	0.536	3500	F	2002
(16)	0.17	3300	r	97 % To:	U /0	US 19 Tazwell	70 U70	- 	0.007	I,	0.000	3300		2002
ALT	0.0=	2022	_	From:	001	0.06 MN US 19 Tazewell			0.000	_	0.500	0000	-	0000
16)	0.37	3000	F	98%	0%	1% 0% 19	% 0%	С	0.096	F	0.536	3000	F	2002
ALT				From:		SCL Tazewell								
16 Fairgrounds Road	0.28	3400	F	98%	0%	1% 0% 19	% 0%	F	0.085	F	0.528	3500	F	2002
~				To:		SR 16 Riverside Dr								
Tazewell County				From:		Russell County Line								
[19]	2.38	12000	F	91%	0%	2% 1% 59	% 0%	F	0.08	F	0.568	12000	F	2002
<u> </u>				To:		92-609								

F 200
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F 200 F 200 N 200 F 200 A 200 F 200
F 200 F 200 N 200 F 200 A 200 F 200
F 200 N 200 F 200 A 200 F 200
F 200 N 200 F 200 A 200 F 200
F 200 N 200 F 200 A 200 F 200
F 200 N 200 F 200 A 200 F 200
N 200 F 200 F 200 A 200 F 200
N 200 F 200 F 200 A 200 F 200
F 200 F 200 F 200 F 200
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N 2000 F 2000 A 2000 F 2000
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Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Tra	ail 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
own of Tazewell				r 1				-						
Bus Main Chroat	0.04	4500	_	From:		ALT SR 16 Fairgrounds Rd	00/	_	0.000	_	0.507	4000	_	2000
19 Main Street	0.81	4500	F	98%	0%	1% 1% 1%	0%	F	0.089	F	0.537	4600	F	2002
Bus				To: From:		Church Ave								
19 Fincastle Trpk	0.44	5000	F	98%	0%	1% 1% 1%	0%	F	0.094	F	0.559	5100	F	2002
10)				To:				Ì						
Bus				From:		Tazewell Ave								
19 Fincastle Trpk	1.65	8400	F	98%	0%	1% 1% 1%	0%	С	0.082	F	0.54	8500	F	2002
~				To: From:		SR 61 Ben Bolt Blvd								
Bus Financtic Trol	0.65	5600	F	98%	0%	1% 1% 1%	0%	F	0.089	F	0.576	5700	F	2002
19 Fincastle Trpk	0.65	5600	Г	90 70 To:	070	ECL Tazewell	0 70	Г 	0.069	Г	0.576	5700	Г	2002
				ı		ECE Tazeweii								
azewell County				From:		ECL Tazewell								
Bus 19	0.93	4500	F	98%	0%	1% 1% 1%	0%	F	0.08	F	0.611	4600	F	2002
19)	0.00	.000	•	To:	0 70	US 19 & US 460	0,0		0.00	•	0.011	1000	•	
e.T. II														
own of Tazewell				From:		SR 16 Tazewell Ave								
61)	0.86	5100	F	97%	0%	1% 1% 1%	0%	С	0.089	F	0.584	5200	F	2002
<u> </u>				To:		US 19, US 460								
61	0.06	6800	G	From:		US 19, US 400			0.086	N	0.566	6800	G	2002
61	0.00	5000	5	_				1	0.000	1.4	0.000	3000	5	2002
$\overline{}$				From:	201	ECL Tazewell	201	_		_				
61)	0.63	6700	F	98%	0%	1% 0% 1%	0%	F	0.086	F	0.566	6800	F	2002
<u>~</u>				To:		NCL Tazewell								
61)	0.60	7200	F	98%	0%	1% 0% 1%	0%	С	0.087	F	0.551	7300	F	2002
				To:	US 191	BUS, US 460 BUS Fincastl	. Tnke							
61)	0.48	5900	F	97%	0%	1% 1% 1%	_ •	F	0.109	F	0.557	6000	F	2002
01)	00		-	To-	0,0	SCL Tazewell		•	000	•	0.00.	0000	•	
azewell County														
azewen County				From:		SCL Tazewell								
61)	4.43	3600	F	97%	0%	1% 1% 1%	0%	С	0.084	F	0.599	3700	F	2002
				To:		92-623 Gratton								
61	7.31	1300	F	97%	0%	1% 1% 1%	0%	F	0.077	F	0.576	1300	F	2002
61)	7.01	1000	•	01 70	0 70		070		0.077	•	0.070	1000	•	2002
$\overline{}$	4.05			From:	00/	92-662 Cove Creek	00/		0.000	_	0.540	200	_	0000
61	1.65	620	F	97% To:	0%	1% 1% 1%	0%	F	0.088	F	0.543	630	F	2002
				10.		Bland County Line								
Russell County				From:										
	1.01	5900	_		0%	Russell County Line 1% 3% 3%	00/	_	0.070	_	0.500	5000	_	2002
67	1.61	5900	F	93% To:	U%	US 460 Raven	0%	F	0.076	F	0.522	5900	F	2002
						US 400 Kaven								
Cazewell County				From:		LIC 460 Davier								
						US 460 Raven	0%	F	0.076	F	0.558	13000	F	2002
	0.56	12000	F	95%	0%	2% 1% 2%						13000		2002
67 (460)	0.56	12000	F	95% To:	0%	2% 1% 2%	0 70		0.070	•	0.000			
	0.56	12000	F	95% To:	0%	2% 1% 2% CL Richlands	070	<u> </u>	0.070	<u>'</u>	0.000			
67 (460) Cown of Richlands	0.56	12000	F		0%	CL Richlands	070		0.070		0.000			
own of Richlands				To: From:		CL Richlands CL Richlands						13000	N	2002
own of Richlands	0.56	12000	F N	То:	0%	CL Richlands CL Richlands 2% 1% 2%		N	0.076	N	0.558	13000	N	2002
own of Richlands 67 460 Bus				To: From:		CL Richlands CL Richlands						13000	N	2002
own of Richlands 67 (460) Bus				To: From: 95%		CL Richlands CL Richlands 2% 1% 2%	0%					13000	N F	
own of Richlands 67 460 Bus 460 Front St	0.82	12000	N	From: 95% From: 99%	0%	CL Richlands CL Richlands 2% 1% 2% US 460; BUS US 460 1% 0% 0%	0%	N	0.076	N	0.558			
own of Richlands 67 460 Bus 67 460 Front St Bus	0.82	12000	N F	From: 95% From: 99% From: From	0%	CL Richlands CL Richlands 2% 1% 2% US 460; BUS US 460 1% 0% 0% BUS US 460 P, 2nd St	0%	N C	0.076	N F	0.558	13000	F	2002
own of Richlands 67 460 Bus 67 460 Front St Bus 67 460 Front St	0.82 0.27 0.58	12000 13000 7000	N F	From: 95% From: 99% From: 99%	0%	CL Richlands 2% 1% 2% US 460; BUS US 460 1% 0% 0% BUS US 460 P, 2nd St 1% 0% 0%	0%	N C	0.076 0.081 0.088	N F	0.558	13000	F F	2002
own of Richlands 67 460 Bus 67 460 Front St Bus 67 460 Front St	0.82	12000 13000 7000	N F	From: 95% From: 99% From: From	0%	CL Richlands CL Richlands 2% 1% 2% US 460; BUS US 460 1% 0% 0% BUS US 460 P, 2nd St	0%	N C	0.076	N F	0.558	13000	F	2002
67 460 67 460 Front St 67 460 Front St Combin	0.82 0.27 0.58	12000 13000 7000	N F	From	0%	CL Richlands 2% 1% 2% US 460; BUS US 460 1% 0% 0% BUS US 460 P, 2nd St 1% 0% 0%	0%	N C	0.076 0.081 0.088	N F	0.558	13000	F F	2002
67 460 Front St Bus 67 460 Front St Combin Bus	0.82 0.27 0.58 ed Traffic:	12000 13000 7000 14000	N F F	From 95% To From 99% 99% 97% Ta From From 97%	0% 0% 0%	CL Richlands 2% 1% 2% US 460; BUS US 460 1% 0% 0% BUS US 460 P, 2nd St 1% 0% 0% 1% 1% 0% SR 67 P Railroad Ave	0%	N C F F	0.076 0.081 0.088 0.085	N F F	0.558	13000 7000 14000	F F	2002
67 460 Front St Bus 67 460 Front St Combin Bus 67 460 Front St Combin	0.82 0.27 0.58	12000 13000 7000 14000	N F	From	0%	CL Richlands 2% 1% 2% US 460; BUS US 460 1% 0% 0% BUS US 460 P, 2nd St 1% 0% 0% 1% 1% 0% 0%	0%	N C	0.076 0.081 0.088	N F	0.558	13000	F F	2002

					Taz	zewell M	laintenar	nce Area	<u> </u>							
Route	I anath	n AADT	QA	4Tire	Bus		Tr	uck		QC	Peak	QK	Dir	AAWDT	OW	Year
	Lengu	. האטו	W.M	71110	סטם	2Axle	3+Axle	1Trail	2Trail	QU	Hour	ųι	Factor		۷۷۷	ı cal
Town of Richlands				From:		Bus US	S 460 Fron	t St	ī							
67 Norfolk St	0.04	1200	F	94%	0%	1%	1%	4%	0%	F	0.096	F	0.731	1200	F	2002
	Combined Traffic	: 2200	F	93%	1%	1%	2%	3%	0%	F	0.096	F	0.731	2200	F	
				To: From:			2nd St									
67 2nd St	0.05	4000	N	94%	0%	1%	orfolk St 1%	4%	0%	N	0.096	N	0.739	4100	N	2002
67 2nd St	Combined Traffic			93%	1%	4%	1%	2%	0%	N	0.090 NA	IN	0.739	11000	N	2002
	Combined Trainic	. 11000	i N	70 To:			US 460 Pa			IN	INA			11000	IN	
				From:	SR (67 Par, Bu	s US 460 l	Par; 2nd St								
(67) Railroad St	0.41	4000	F	94%	0%	1%	1%	4%	0%	F	0.096	F	0.739	4100	F	2002
$\stackrel{\smile}{=}$				From:		Ì	US 460									
(67) Railroad St	0.63	2700	F	93%	1%	2%	2%	2%	0%	С	0.086	F	0.553	2800	F	2002
				To:		NCI	Richland	S								
Tazewell County				From:		NO	D: 11 1		Г							
07	6.91	2000	F	94%	0%	1%	Richland	s 4%	0%	С	0.077	F	0.525	2000	F	2002
67	0.51	2000	•	To:	070		Whites St		070	O	0.011	į	0.020	2000	'	2002
Town of Richlands								-								
Town of Alchands				From:		Bus US	S 460 Fron	t St								
67 Railroad St	0.05	950	F	93%	1%	2%	2%	2%	0%	F	0.119	F		960	F	2002
•	Combined Traffic	: 2200	F	93 <u>%</u>	1%	1%	2%	3%	0%	F	NA			2200	F	
				To:		SR 6	7 Second S	St								
Tazewell County				From:		G 4	C I		I							
04	5.37	60	F	99%	0%	1%	County L	0%	0%	F	0.147	F	0.625	60	F	2002
91	3.01	00	•	33 70	070			070	070	'	0.147	'	0.020	00	'	2002
	5.64	45	F	99%	0%	1%	92-607 0%	0%	0%	С	0.18	F	0.571	46	F	2002
91	5.04	40	-	99 /0	0 70			0 76	0 70	C	0.10	'	0.57 1	40	'	2002
	2.02	470		From:	00/		92-604	00/	00/		0.007		0.500	470		2002
91)	2.62	170	F	99%	0%	1%	0%	0%	0%	F	0.087	F	0.533	170	F	2002
	0.40	400		From:	00/		Maiden Sp				0.444		0.044	400		0000
91	9.48	180	F	99% To:	0%	1%	0%	0%	0%	F	0.111	F	0.641	180	F	2002
						03 19 0	Crocketts S	store	J							
Town of Bluefield				From:		West Vir	ginia State	Line								
(102) Stadium Dr	0.39	7300	F	97%	0%	1%	0%	1%	0%	F	0.081	F	0.51	7800	F	2002
				To:		Co	llege Ave									
Q-11 A	0.07	40000	_	From:	00/		adium Dr	40/	00/	_	0.000	_	0.55	4.4000	_	0000
102 College Ave	0.87	13000	F	97%	0%	1%	0%	1%	0%	С	0.086	F	0.55	14000	F	2002
	2.00	40000		From:	00/		lleydale St				0.000		0.50	11000		0000
102 College Ave	0.80	10000	F	96%	0%	1%	0%	2%	0%	С	0.086	F	0.52	11000	F	2002
				From:			ollins St									
College Ave	0.31	9800	F	96%	0%	1%	0%	2%	0%	F	0.089	F	0.557	10000	F	2002
$\overline{\underline{}}$				To: From:			ewell Ave									
102 College Ave	0.07	9300	F	96%	0%	1%	0%	2%	0%	F	0.093	F	0.532	9900	F	2002
$\stackrel{\smile}{=}$				To: From:		Vit	ginia Ave									
(102) College Ave	0.58	3000	G	90%	1%	2%	5%	2%	1%	С	NA			3200	G	2002
				To:		NCI	L Bluefield	i								
Tazewell County				From:			. Dl ~	1	,							
(400)	4.13	4400	F	97%	0%	1%	L Bluefield	1 2%	0%	С	0.089	F	0.673	4500	F	2002
102	4.13	4400	r	JI 70	U /0				U /0	C	0.009	1.	0.073	4500	1	2002
	0.00	0000		From:	00/		ginia State		00/		0.00		0.070	2000		2000
102	0.20	2800	F	97%	0%	1%	1%	2%	0%	F	0.08	F	0.672	2800	F	2002
			_	From:			ginia State			_		_				
102	0.60	3100	F	97% To:	0%	1%	1%	2%	0%	F	0.085	F	0.655	3200	F	2002
				10.		ECL	Pocahonta	as								

Terms of Foschoutes Terms of Foschoutes						ıaz	zeweli Maintenai	nce Area	1							
Town of Fechalents	Route	Length	AADT	QA	4Tire	Bus	• •			QC		QK		AAWDT	QW	Year
	Town of Pocahontas				r 1											
Segment of SER 102	102	0.25	3100	N		0%			0%	N	0.085	N	0.655	3200	N	2002
September Sept	102)	0.20	0.00	.,		070			070	.,	0.000	.,	0.000	0200	.,	2002
460 3.99 8600 F 95% 0% 2% 1% 2% 0% F 0.075 F 0.568 8900 F 2002 460 2.06 10000 F 95% 0% 2% 1% 2% 0% F 0.076 F 0.599 11000 F 2002 460 0.56 12000 F 95% 0% 2% 1% 2% 0% F 0.076 F 0.558 13000 F 2002 460 0.52 12000 N 95% 0% 2% 1% 2% 0% F 0.076 F 0.558 13000 F 2002 460 0.82 12000 N 95% 0% 2% 1% 2% 0% F 0.076 F 0.512 19000 F 2002 460 0.33 15000 A 95% 0% 2% 1% 2% 0% F 0.075 F 0.512 19000 F 2002 460 0.33 15000 A 95% 0% 2% 1% 2% 0% F 0.075 F 0.512 19000 F 2002 460 0.37 15000 N 95% 0% 2% 1% 2% 0% N 0.096 N 0.531 16000 N 2002 460 0.37 15000 N 95% 0% 2% 1% 2% 0% N 0.096 N 0.531 16000 N 2002 460 0.37 15000 N 95% 0% 2% 1% 2% 0% N 0.096 N 0.531 16000 N 2002 460 0.09 19000 F 95% 0% 2% 1% 2% 0% N 0.096 N 0.531 16000 N 2002 460 0.09 19000 F 95% 0% 2% 1% 2% 0% N 0.096 N 0.531 16000 N 2002 460 0.09 19000 F 93% 0% 2% 1% 2% 0% N 0.096 N 0.520 19000 F 2002 460 0.09 19000 F 93% 0% 2% 1% 2% 0% N 0.096 N 0.520 19000 F 2002 460 0.09 19000 F 93% 0% 2% 1% 2% 0% N N 0.096 N 0.520 19000 F 2002 460 0.09 19000 F 93% 0% 2% 1% 3% 0% F 0.076 F 0.519 20000 F 2002 460 0.09 19000 F 93% 0% 2% 1% 3% 0% F 0.076 F 0.516 13000 F 2002 460 0.09 19000 F 93% 0% 2% 1% 3% 0% F 0.079 F 0.516 13000 F 2002 460 0.09 19000 F 93% 0% 2% 1% 3% 0% F 0.079 F 0.516 13000 F 2002 460 0.09 19000 F 93% 0% 2% 1% 3% 0% F 0.079 F 0.516 13000 F 2002 460 0.09 19000 F	Tazewell County															
	~~~	2.00	9600	_		00/			00/	_	0.075	_	0.560	9000	_	2002
\$\begin{array}{c c c c c c c c c c c c c c c c c c c	460	3.99	0000	г	95%	0%		Z 70	070	Г	0.075	г	0.506	6900	Г	2002
SK 67	(460)	2 06	10000	F		0%		2%	0%	F	0.076	F	0 539	11000	F	2002
Fig.	400				To:							-				
WCL Richlands   WCL Richland	460	0.56	12000	F		0%		2%	0%	F	0.076	F	0.558	13000	F	2002
Well Richards   Well Richard					To:		WCL Richland	ls								
460   0.82   1200   N   95%   07%   27%   17%   27%   07%   N   0.076   N   0.558   13000   N   2002     460   1.32   18000   F   95%   07%   27%   17%   27%   07%   F   0.075   F   0.512   19000   F   2002     460   0.38   15000   A   95%   07%   27%   17%   27%   07%   A   0.096   A   0.531   16000   A   2002     460   0.87   15000   N   95%   07%   27%   17%   27%   07%   N   0.096   N   0.531   16000   N   2002     460   0.87   15000   N   95%   07%   27%   17%   27%   07%   N   0.096   N   0.531   16000   N   2002     460   0.87   15000   F   95%   07%   27%   17%   27%   07%   F   0.076   F   0.519   20000   F   2002     460   0.09   19000   F   95%   07%   27%   17%   27%   07%   F   0.076   F   0.519   20000   F   2002     460   0.09   19000   F   95%   07%   27%   17%   27%   07%   F   0.081   F   0.520   19000   F   2002     460   10   1.16   19000   N   95%   07%   27%   17%   27%   07%   F   0.081   F   0.520   19000   F   2002     460   10   5.73   14000   F   93%   07%   27%   17%   37%   07%   F   0.076   F   0.539   14000   F   2002     460   19   5.13   13000   F   93%   07%   27%   17%   37%   07%   F   0.076   F   0.539   14000   F   2002     460   19   5.13   13000   F   93%   07%   27%   17%   37%   07%   F   0.076   F   0.539   14000   F   2002     460   19   1.43   12000   N   93%   07%   27%   17%   37%   07%   F   0.078   F   0.509   9300   F   2002     460   19   1.43   12000   N   93%   07%   27%   17%   37%   07%   F   0.079   F   0.509   9300   F   2002     460   19   1.43   12000   F   93%   07%   27%   17%   37%   07%   F   0.079   F   0.509   9300   F   2002     460   19   1.43   12000   F   93%   07%   27%   17%   37%   07%   F   0.079   F   0.527   12000   F   2002     460   19   1.43   12000   F   93%   07%   27%   17%   37%   07%   F   0.079   F   0.527   12000   F   2002     460   19   1.48   15000   F   93%   07%   27%   17%   37%   07%   F   0.079   F   0.527   12000   F   2002     460   19   1.48   15000   F   93%   07%   27%   17%   37%   07%   F   0.078   F   0.547	Town of Richlands				From:		WCI Piobleno	la	Ī							
BUS US 460	460	0.82	12000	N		0%			0%	N	0.076	Ν	0.558	13000	N	2002
1.32   18000   F   95%   0%   2%   1%   2%   0%   F   0.075   F   0.512   19000   F   2002					To:		BUS US 460		-							
SR 67	460	1.32	18000	F		0%			0%	F	0.075	F	0.512	19000	F	2002
Tazevell County   Tazevell					To: From:		SR 67									
Time	(460)	0.38	15000	Α		0%			0%	Α	0.096	Α	0.531	16000	Α	2002
Form   First   First					In-		ECL Richland	S								
WCI_Clocker Bluff	Tazewell County				From:		ECL Richland	s	ĺ							
Town of Cedar Bluff	460	0.87	15000	N		0%			0%	Ν	0.096	Ν	0.531	16000	Ν	2002
WCL Cedar Bluff   WCL Cedar	<u> </u>				To:		WCL Cedar Blu	uff	ļ							
460   1.62   2000   F   95%   0%   2%   1%   2%   0%   F   0.076   F   0.519   2000   F   2002     460   0.09   1900   F   95%   0%   2%   1%   2%   0%   F   0.081   F   0.520   1900   F   2002     460   1.16   1900   N   95%   0%   2%   1%   2%   0%   N   0.081   F   0.520   1900   N   2002     460   1.16   1900   N   95%   0%   2%   1%   3%   0%   F   0.081   F   0.520   1900   N   2002     460   1.16   1900   N   95%   0%   2%   1%   3%   0%   F   0.076   F   0.539   1400   F   2002     460   1.16   1900   F   93%   0%   2%   1%   3%   0%   F   0.076   F   0.539   1400   F   2002     460   1.16   1900   F   93%   0%   2%   1%   3%   0%   F   0.076   F   0.539   1400   F   2002     460   1.17   1200   F   93%   0%   2%   1%   3%   0%   F   0.079   F   0.516   1300   F   2002     460   1.17   1200   F   93%   0%   2%   1%   3%   0%   F   0.078   F   0.520   1200   F   2002     460   1.17   1200   N   93%   0%   2%   1%   3%   0%   F   0.079   F   0.509   9300   F   2002     460   1.18   1.43   1200   N   93%   0%   2%   1%   3%   0%   F   0.079   F   0.509   9300   F   2002     460   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18   1.18	Town of Cedar Bluff				From:		WCL Cedar Bli	ıff	1							
Horse   Hors	460	1.62	20000	F	95%	0%			0%	F	0.076	F	0.519	20000	F	2002
460   19   1900					To: From:		BUS US 460									
Tazewell County   Fig.   Fig	(460)	0.09	19000	F		0%			0%	F	0.081	F	0.520	19000	F	2002
1.16   1900   N   95%   0%   2%   1%   3%   0%   F   0.076   F   0.539   14000   F   2002					10:		ECL Cedar Blu	ıff								
100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100	Tazewell County				From:		ECL Cedar Blu	ıff	ĺ							
460   19   5.73   14000   F   93%   0%   2%   1%   3%   0%   F   0.076   F   0.539   14000   F   2002     460   19   5.13   13000   F   93%   0%   2%   1%   3%   0%   F   0.079   F   0.516   13000   F   2002     460   19   1.72   12000   F   93%   0%   2%   1%   3%   0%   F   0.078   F   0.520   12000   F   2002     460   19   1.43   12000   N   93%   0%   2%   1%   3%   0%   N   NA   12000   N   2002     460   19   0.82   9000   F   93%   0%   2%   1%   3%   0%   F   0.079   F   0.509   9300   F   2002     460   19   1.93   9000   N   93%   0%   2%   1%   3%   0%   F   0.079   F   0.509   9300   F   2002     460   19   1.93   9000   N   93%   0%   2%   1%   3%   0%   N   0.079   N   0.509   9300   N   2002     460   19   5.75   12000   F   93%   0%   2%   1%   3%   0%   F   0.079   F   0.527   12000   F   2002     460   19   4.86   15000   A   93%   0%   2%   1%   3%   0%   F   0.079   F   0.527   12000   F   2002     460   19   0.10   15000   F   93%   0%   2%   1%   3%   0%   F   0.078   F   0.547   15000   F   2002     460   19   0.10   15000   F   93%   0%   2%   1%   3%   0%   F   0.078   F   0.547   15000   F   2002     460   19   0.10   15000   F   93%   0%   2%   1%   3%   0%   F   0.078   F   0.547   15000   F   2002     460   19   0.10   15000   F   93%   0%   2%   1%   3%   0%   F   0.078   F   0.547   15000   F   2002     460   19   0.10   15000   F   93%   0%   2%   1%   3%   0%   F   0.078   F   0.547   15000   F   2002     460   19   0.10   15000   F   93%   0%   2%   1%   3%   0%   F   0.078   F   0.547   15000   F   2002	(460)	1.16	19000	N	95%	0%	2% 1%	2%	0%	Ν	0.081	Ν	0.520	19000	Ν	2002
1.72   1200   F   93%   0%   2%   1%   3%   0%   F   0.079   F   0.516   13000   F   2002	<del>~</del> ~						US 19 West Interse	ection								
460   19   5.13   13000   F   93%   0%   2%   1%   3%   0%   F   0.079   F   0.516   13000   F   2002	[460] [19]	5.73	14000	F	93%	0%	2% 1%	3%	0%	F	0.076	F	0.539	14000	F	2002
1.72   12000   F   93%   0%   2%   1%   3%   0%   F   0.078   F   0.520   12000   F   2002		F 40	40000			00/		00/	00/		0.070		0.540	40000		0000
1.72   12000   F   33%   0%   2%   1%   3%   0%   F   0.078   F   0.520   12000   F   2002	460 19	5.13	13000	r	93%	0%			0%	F	0.079	F	0.516	13000	F	2002
Town of Tazewell   Town of Tazewell	(400) (40)	1 72	12000	F		0%			0%	F	0.078	F	0.520	12000	F	2002
1.43   12000   N   93%   0%   2%   1%   3%   0%   N   NA     12000   N   2002	(460) (19)	1.72	12000	•		070			070		0.070		0.020	12000		2002
1.43   12000   N   93%   0%   2%   1%   3%   0%   N   NA     12000   N   2002	Town of Tazewell															
SR 61   SR 6	~~~	1 12	12000	N		00/			00/	NI	NΙΛ			12000	N	2002
19	(460) (19)	1.43	12000	IN	9370	0%		370	076	IN	INA			12000	IN	2002
Tazewell County    From	(460) (40)	0.82	9000	F		0%		3%	0%	F	0.079	F	0.509	9300	F	2002
1.93   9000   N   93%   0%   2%   1%   3%   0%   N   0.079   N   0.509   9300   N   2002	(400) (19)	0.02				0,10				•	0.0.0	•	0.000		•	
1.93   9000   N   93%   0%   2%   1%   3%   0%   N   0.079   N   0.509   9300   N   2002	Tazewell County								_							
BUS US 460  19  5.75  12000  F 93% 0% 2% 1% 3% 0% F 0.079 F 0.527 12000 F 2002  10  10  10  10  10  10  10  10  10	(10) (10)	1 02	gnnn	N		∩º/₋			∩º/-	NI	0 0 <del>7</del> 0	NI	0 500	<b>0300</b>	N	2002
460 (19) 5.75 <b>12000 F</b> 93% 0% 2% 1% 3% 0% F 0.079 F 0.527 12000 F 2002  460 (19) 4.86 <b>15000 A</b> 93% 0% 2% 1% 3% 0% A 0.096 A 0.574 15000 A 2002  1460 (19) 0.10 <b>15000 F</b> 93% 0% 2% 1% 3% 0% F 0.078 F 0.547 15000 F 2002	(460) (19)	1.33	3000	14		U /0			0 /0	IN	0.078	IN	0.508	9300	IN	2002
4.86 <b>15000 A</b> 93% 0% 2% 1% 3% 0% A 0.096 A 0.574 15000 A 2002	(460) (10)	5.75	12000	F		0%			0%	F	0.079	F	0.527	12000	F	2002
4.86 <b>15000</b> A 93% 0% 2% 1% 3% 0% A 0.096 A 0.574 15000 A 2002    460   19	13)				To	- / 0						•			-	
(460) (19) 0.10 <b>15000 F</b> 93 6 0% 2% 1% 3% 0% F 0.078 F 0.547 15000 F 2002	460 (19)	4.86	15000	Α		0%		3%	0%	Α	0.096	Α	0.574	15000	Α	2002
(460) (19) 0.10 <b>15000 F</b> 93 0% 0% 2% 1% 3% 0% F 0.078 F 0.547 15000 F 2002					To				<del></del> -							
To: US 19 East Intersection	460 (19)	0.10	15000	F		0%		3%	0%	F	0.078	F	0.547	15000	F	2002
					To:		US 19 East Interse	ection								

					Taz	zewell M	aintenan	ice Area								
Route	Length	AADT	QA	4Tire	Bus	 2Avle	Tru 3+Axle		2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Tazewell County				Era					Z I I GII		i ioui		i doloi			
460	1.91	13000	F	95% To:	0%	2%	1%	2%	0%	F	0.08	F	0.541	14000	F	2002
Town of Bluefield						WCI	Bluefield	1								
~~~	4.45	40000		From:	40/		Bluefield		00/	_	0.004	_	0.500	10000	_	2000
[460]	1.45	12000	F	92%	1%	1%	1%	5%	0%	F	0.084	F	0.589	13000	F	2002
460	1.67	15000	F	95%	0%	2%	92-720 1%	2%	0%	F	0.087	F	0.514	16000	F	2002
(460)	0.09	18000	F	From: 94%	0%	1%	F-868 0%	4%	0%	С	0.088	F	0.535	19000	F	2002
400				To:			ginia State									
Tazewell County Bus Bus				From:		I IS 1	9, US 460)	1							
460 (19)	1.58	1900	F	94%	1%	1%	2%	2%	0%	F	0.096	F	0.611	1900	F	2002
Bus Bus				To: From:		1	SR 91									
(460) (19)	0.27	1700	F	94%	1%	1%	2%	2%	0%	С	0.086	F	0.56	1700	F	2002
Bus Bus				To: From:		1	SR 16									
(460) (19)	1.11	2800	F	97%	1%	1%	0%	1%	0%	F	0.084	F	0.542	2900	F	2002
Bus Bus				To: From:		WCL 7	TAZEWEI	LL								
(460) (19)	0.44	1800	F	97%	1%	1%	0%	1%	0%	С	0.094	F	0.582	1900	F	2002
~				To:			SR 16									
Town of Tazewell Bus Bus				From:		WCL 7	ΓAZEWEI	LL								
460 (19) Main Street	0.20	3000	F	98%	0%	1%	0%	1%	0%	С	0.083	F	0.514	3000	F	2002
Bus Bus				From:		Γ SR 16 FA										
(460) (19) Main Street	0.81	4500	F	98%	0%	1%	1%	1%	0%	F	0.089	F	0.537	4600	F	2002
Bus Bus				From:			RCH AVI		<u>_</u>							
Fincastle Trpk	0.44	5000	F	98%	0%	1%	1%	1%	0%	F	0.094	F	0.559	5100	F	2002
Bus Bus	4.05	0.400	-	From:	00/		WELL AV			_	0.000	_	0.54	0500	-	0000
Fincastle Trpk	1.65	8400	F	98%	0%	1%	1%	1%	0%	С	0.082	F	0.54	8500	F	2002
Bus Bus Financtic Train	0.65	E600	_	From:	00/		EN BOLT		00/		0.000	г	0.576	E700	_	2002
Fincastle Trpk	0.65	5600	F	98% To:	0%	1% ECL T	1% AZEWEI	1% .L	0%	F	0.089	F	0.576	5700	F	2002
Tazewell County																
Bus Bus	0.93	4500	F	98%	0%	ECL T 1%	AZEWEI 1%	.L 1%	0%	F	0.08	F	0.611	4600	F	2002
(460) (19)	0.55	7000	•	To:	070		% US 46		070	'	0.00	<u>'</u>	0.011	4000	<u>'</u>	2002
Town of Richlands							TO 150									
Bus 460 Front St	0.27	13000	F	99%	0%	1%	JS 460 0%	0%	0%	С	0.081	F	0.501	13000	F	2002
				To	-		460 P, 2nd				-					
Bus 460 Front St	0.58	7000	F	99%	0%	1%	0%	0%	0%	F	0.088	F		7000	F	2002
Combined		14000	F	97%	0%	1%	1%	0%	0%	F	0.085	F		14000	F	-
Bus				To: From:		SR 67 P	Railroad	Ave								
460 Front St	0.04	7000	F	93%	1%	6%	0%	0%	0%	F	0.088	F		7100	F	2002
Combined	Traffic:	11000	N	93%	1%	4%	1%	2%	0%	Ν	NA			11000	N	
Bus				To: From:		SR 67	Norfolk S	St								
(460) Front St	0.18	6100	F	93%	1%	6%	0%	0%	0%	F	0.099	F		6200	F	2002
Combined	Traffic:	12000	F	94%	1%	4%	1%	0%	0%	F	0.094	F		12000	F	
				To:		Bus US	460 P 2nd	1 St								

					1 02	Zewell ivi	annenan	CE AICE								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Richlands				From:		D IIC	460 D.2. 1	C.	1							
Bus 460 Front St	0.92	9600	F	93%	1%	6%	460 P 2nd 0%	0%	0%	С	0.093	F	0.55	9700	F	2002
460)11011101	0.02	3000	•	To:	1 /0		Cedar Blut		070	O	0.000	•	0.00	3700		2002
Town of Cedar Blut	f			•					-							
Bus				From:			Richlands									
(460)	2.25	4700	F	93% To:	1%	6%	0%	0%	0%	F	0.087	F	0.557	4700	F	2002
				10.			JS 460		J							
Town of Richlands Bus				From-		Bus US	460 Front	St	1							
(460) 2nd St	0.57	6600	F	96%	1%	2%	1%	1%	0%	F	0.085	F		6700	F	2002
C.	Combined Traffic:	0	F								NA			0	F	
Puo				To: From:		SR 67	Railroad A	ve								
Bus (460) (67) 2nd St	0.05	4000	N	94%	0%	1%	1%	4%	0%	N	0.096	N	0.739	4100	Ν	2002
(4go) (01)	Combined Traffic:	11000	N	93%	1%	4%	1%	2%	0%	Ν	NA			11000	Ν	
				To: From:		SR 67	Norfolk S	t								
Bus 2nd St	0.25	5500	F	96%	1%	2%	1%	1%	0%	С	0.107	F		5600	F	2002
460 2nd St	Combined Traffic:	12000	F	94%	1%	4%	1%	0%	0%	F	NA	•		12000	F	2002
			-	To	.,,		460 Front			•					•	
Tazewell County																
				From:		ECL	Tazewell									1000
(600)	0.20	720	R								NA			NA		1999
$\overline{\bigcirc}$			_	From:		9	2-1316									
(600)	0.05	180	R								NA			NA		1999
				From:		0.05 N	ИЕ 92-131	6								
600	0.01	210	R								NA			NA		11/07/2002
	4.07			From:		9	2-1317									44/07/0000
600	1.37	70	R	To:		D	ead End		1		NA			NA		11/07/2002
				From:			SR 91		<u></u>							
601	7.90	350	F	98%	0%	1%	0%	0%	0%	С	0.107	F	0.79	360	F	2002
(601)				To			66 WEST									
601)	1.27	380	F	98%	0%	1%	0%	0%	0%	F	0.1	F	0.728	380	F	2002
(001)				To-		SR	16 WEST									
\bigcirc	0.05	00	_	From:		SR	16 EAST							NIA		4000
601)	2.35	80	R	To:		D	ead End		1		NA			NA		1999
				From:			92-604									
(602)	0.20	340	R	<u> </u>		-	72-004				NA			NA		1999
002				To:			92-710									
(602)	0.36	310	R	From:			72-710				NA			NA		1999
002				To:			92-606									
(602)	1.10	70	R	From:			72-000				NA			NA		1999
002				To:			92-605									
(602)	0.70	180	R	From:		-	72-003				NA			NA		1999
				To			16 WEST									<u> </u>
\bigcirc	4.40	40	_	From:	-	SR	16 EAST	-			N.1.A			N. A		40/00/0000
(602)	1.40	46	R								NA			NA		10/23/2002
	^	44.5		From:		9	92-611				N/ A			h ! A		4000
(602)	0.75	110	R								NA			NA		1999
				From:		0.75	ME 92-611									101061555
602	1.54	80	R	_							NA			NA		10/23/2002
				From:		2.29	ME 92-611									10/06/202
602	0.51	90	R	To		00.1	OA E A CT		 1		NA			NA		10/23/2002
				.0.		92-6	04 EAST									

					Tazewell Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	OC.	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Tazewell County				From:					. 30101			
602	3.45	210	R	1-10111.	92-604 EAST	1	NA			NA		1999
				To: From:	2.06 ME 92-844] ——						
602	0.15	80	R	To:	Dood End	7	NA			NA		10/23/2002
				From:	Dead End Russell County Line							
603	0.85	1000	R		Russell County Ellic	1	NA			NA		1999
				To: From:	92-738	}						
603	0.65	1500	R	To:	92-609 West	1	NA			NA		1999
\bigcirc				From:	92-609 Mid							
603	0.30	1000	R			-	NA			NA		1999
<u></u>	0.40	560	R	From:	92-1240	<u> </u>	NA			NA		1999
603)	0.40	300	K	To:	0.40 MC 02.1240	1	INA			INA		1999
603)	1.80	120	R	From:	0.40 MS 92-1240		NA			NA		1999
				To:	92-609 East							
\bigcirc			_	From:	SR 91							
604)	6.08	130	R			-	NA			NA		1999
	1.35	630	R	From:	92-1040		NA			NA		1999
604)	1.33	630	ĸ	. —	A2 (A2 WIDOT	1	NA			INA		1999
(604)	0.60	740	R	From:	92-602 WEST	j	NA			NA		1999
(604)	0.00			To:	92-779	1						1000
604)	0.39	1300	R	From:	92 - 119	1	NA			NA		1999
				To: From:	SR 16 WEST	<u> </u>						
604	0.60	710	R	From:	SR 16 EAST	j	NA			NA		1999
604)	0.00			To:	92-611	1				10.		1000
604)	2.70	450	R	From:	92-011	ı	NA			NA		1999
				To:	92-602 EAST							
				From:	Dead End							
605	0.45	30	R	To:	92-602	1	NA			NA		10/23/2002
				From:	Dead End							
(606)	0.09	10	R		Dead Elid	1	NA			NA		10/23/2002
				To:	0.09 MN Dead End	 						
606	0.66	70	R	riom.			NA			NA		10/23/2002
				To: From:	0.75 MN Dead End]						
606)	1.10	130	R	To:	92-602	1	NA			NA		1999
				From:	92-601	l						
(607)	0.13	90	R		72-001	1	NA			NA		1999
				To: From:	92-743	— —						
607	0.03	180	R	1 10HL		=	NA			NA		1999
				From:	0.03 MN 92-743	}						
607)	0.14	160	R				NA			NA		1999
	0.00	400		To: From:	0.17 MN 92-743	}	h 1 A			A.I.A		4000
607	0.83	120	R	_		•	NA			NA		1999
(O)	1.10	130	R	From:	92-675		NA			NA		1999
607	1.10	130		To:	SR 91	<u></u>	INA			INA		1999
_				From:	Dead End							
(608)	0.62	60	R	_		-	NA			NA		12/12/2002
				To:	0.62 MN Dead End							

					Taz	zewell Mainte	nance Ai	rea							
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+A			ററ	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Tazewell County															
(600)	1.85	120	R	From:		0.62 MN De	ad End		1	NA			NA		1999
(608)				To-		SR 91 WI	EST]						
	3.00	40	R	From:		SR 91 EA	ST]	NIA			NIA		10/00/0000
608	3.00	40	ĸ	т			T 04		1	NA			NA		12/02/2002
608	1.00	50	R	From:		3.00 MN S	K 91			NA			NA		1999
608				To		SR 91 NO	RTH		1						
608	1.90	210	R	From:		51(7)11(0)	XIII		1	NA			NA		12/12/2002
				To:		92-637	1								
\bigcirc	0.70	000	-	From:		SR 91				NIA			NIA		4000
609	2.72	230	R						•	NA			NA		1999
<u></u>	1.03	470	R	From:		92-610)			NA			NA		1999
609	1.03	470	K	Tai		02 (02 E)	am.		1	INA			INA		1999
600	2.36	1100	R	From:		92-603 EA	AST			NA			NA		1999
609				To:		92-603 M	ID		1						
609	0.11	2100	R	From:		92-003 IV	П		ı	NA			NA		1999
				To:		92-603 W	EST		1						
609	1.88	3200	F	99%	0%	1% 0%		6 0%	F	0.086	F	0.525	3300	F	2002
				To: From:		92-770)		 						
609	0.50	3400	F	99%	0%	1% 0%	6 0%	6 0%	F	0.086	F	0.524	3500	F	2002
				To: From:		US 19			}—						
609	3.46	3000	F	99%	0%	1% 0%	6 0%	6 0%	С	0.085	F	0.567	3000	F	2002
	0.04	0500		From	00/	92-629		′ 00/	<u> </u>	0.000		0.544	0500		0000
609	0.34	3500	F	99%	0%	1% 09		6 0%	. F	0.083	F	0.544	3500	F	2002
	0.61	4500	F	From: 99%	0%	92-122 1% 09		6 0%	F	0.083	F	0.617	4600	F	2002
609	0.01	4300	•	To:	0 70	SCL Richl		0 70	1 ່	0.000	'	0.017	4000	'	2002
				From:		92-609)								
(610)	2.65	130	R						•	NA			NA		12/12/2002
				From:		2.65 MN 92	2-609		}						
(610)	1.79	190	R	To:		110.10			1	NA			NA		12/12/2002
				From:		US 19									
(611)	0.90	220	R			92-602			İ	NA			NA		1999
011)		_		To:		92-604									
				From:		92-627	1								
(612)	0.75	410	R							NA			NA		1999
$\overline{\bigcirc}$	4.75			From:		0.75 MN 92	2-627		}						1000
(612)	1.75	320	R						-	NA			NA		1999
	2 12	60	R	From:		2.50 MN 92	2-627			NΙΛ			NA		1999
612	3.12	60	ĸ	To:		Buchanan Cou	nty Line		1	NA			INA		1333
				From:		Dead Er									
613)	0.51	90	R						-	NA			NA		12/17/2002
				To:		WCL Rich									
<u></u>	1 22	490	B	From:		Bland Count	y Line]	NIA			NIA		1000
614)	1.22	480	R	To:		SR 61 EA	ST		1	NA			NA		1999
		_	_	From-		SR 61 WI									
614)	0.20	40	R	To:		Dead Er	nd.		1	NA			NA		1999
						Dead Ei	iu		I						

					l az	zewell Maint	enance A	Area								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+		rail	2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Tazewell County				From:		NCL Ricl	alanda									
615)	0.51	230	R								NA			NA		1999
	0.40	400		From:		0.51 MN NCL	Richlands	S			NIA			NIA		4000
615	0.19	160	R	To		Dead I	end.				NA			NA		1999
				From:		Dead I			1							
616)	1.13	80	R	_							NA			NA		1999
616	3.84	450	R	From:		92-68	4				NA			NA		1999
616	0.19	1300	F	From: 98%	0%	SR 6)%	0%	F	0.083	F	0.609	1400	F	2002
				From:		92-62										
616	0.97	1200	F	98%	0%	0% 1	% 0	%	0%	С	0.074	F		1200	F	2002
				From:		13-63	6									
616	0.80	570	R	To:		12 616, 0	2.622				NA			NA		1999
				From:		13-616; 9										
617	0.11	250	R			US 40	0				NA			NA		1999
617)				To:		0.11 MN U	IC 460									
617)	0.09	190	R	From:		0.11 MIN ()S 400				NA			NA		1999
011)				To:		92-78	77									
617)	2.34	160	R	From:		92-10	/				NA			NA		1999
011)				To:		92-68	13									
617)	3.00	510	R	From:		92-00	<u> </u>				NA			NA		1999
				To:		3.00 MN	22-683									
617)	1.60	290	R	From:		3.00 IVII V	-2-003				NA			NA		1999
				To:		Buchanan Co	unty Line									
				From:		SR 6	7		j							
618)	3.40	610	R								NA			NA		1999
				To: From:		92-66	19		•							
618)	2.90	200	R	_							NA			NA		1999
				To:		Buchanan Co										
	0.11	20	R	From:		Dead I	nd				NA			NA		1000
619	0.11	20	K	To:		92-63	7		1		INA			INA		1999
				From:		SR 6										
620)	1.70	260	R			Sico	<u>'</u>				NA			NA		1999
				To:		92-62	.1									
Town of Cedar Bluff																
	0.26	1900	R	From:		Dead I	nd				NA			NA		1999
621)	0.20	1300	ĸ	_							INA			INA		1999
	0.45	1500	Р	From:		92-12	10				NIA			NA		1000
621	0.45	1500	R								NA			INA		1999
	0.40	720	P	From:		92-12	11				NIA			NIA		1000
621)	0.10	730	R	To-		NCL Ceda	r Bluff				NA			NA		1999
Fazowall County				I					i							
Tazewell County				From:		NCL Ceda	r Bluff									
621)	0.35	730	N								NA			0	Ν	1999
<u></u>				To: From:		92-71	8									
621	1.70	580	R	a roull.							NA			NA		1999
				From:		1.70 MN	92-718									
621)	4.60	100	R	-							NA			NA		1999
\bigcirc				To:		92-62	.2									

					Id	zewen mante	enance i	Alea								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+/				- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Fazewell County				From:		92-62	2									
621)	3.00	200	R			72 02					NA			NA		1999
				To: From:		92-62	0									
621)	0.23	570	R	т		02.61					NA			NA		1999
				To: From:		92-61										
622	2.20	70	R	riom.		92-62	1				NA			NA		1999
				To: From:		92-62	4									
622	2.20	290	R								NA			NA		1999
				To:		92-61										
	2.29	10	R	From:		Bland Coun	ty Line				NA			NA		12/05/2002
623	2.23	10	IX.	To:		2201010	ENGL				INA			INA		12/03/2002
623)	0.61	30	R	From:		2.29 MN O	F NCL				NA			NA		12/05/2002
023)				To:		92-66	7		1							
623)	0.50	110	R	From:		72 00	,				NA			NA		1999
				To: From:		92-62	5									
623	0.85	220	R	r rom:							NA			NA		1999
				To: From:		92-72	7									
623)	1.30	380	R								NA			NA		1999
				From:		92-666 SC	UTH									
623)	0.81	420	R								NA			NA		1999
	E 74	600	R	From:		92-666 NC	ORTH				NΙΛ			NΙΛ		1000
623)	5.74	600	ĸ	To		SR 61	l				NA			NA		1999
				From:		92-62										
624)	2.00	140	R								NA			NA		1999
				To: From:		2.00 ME OF	92-622									
624)	2.40	250	R			00 (00)			1		NA			NA		1999
				From:		92-627 NC 92-627 SC										
624)	5.60	360	F	82%	1%			4%	0%	С	0.121	F	0.578	360	F	2002
(624)	0.90	340	F	From: 82%	1%	92-64 1% 2'		4%	0%	F	0.100	F	0.519	350	F	2002
024				To:		West Virginia										
				From:		92-62	3									
(625)	4.60	140	R	To:		02.66					NA			NA		1999
				From:		92-66 92-63										
626	0.50	840	R			92-03	1				NA			NA		1999
				To:		92-630 SC	UTH									
626	0.38	680	R	From:							NA			NA		1999
$\bigcup_{i=1}^{n}$				To: From:		92-78	6									
626	2.12	220	R								NA			NA		1999
				To: From:		92-630 NC	ORTH									
626	0.50	300	R								NA			NA		12/10/2002
	0.50	260	R	From:		0.50 MN OF	92-630N				NA			NA		1999
626	0.50	200	ĸ	_T		1007875	00 (00)		,		INA			INA		1999
626)	0.90	250	R	From:		1.00 MN OF	92-630N				NA			NA		12/10/2002
626	0.00			To:		92-627 NO										10/2002
<u> </u>	4.45	070	_	From:		92-627 SC					NI A			NIA.		4000
626	1.45	370	R	To:		92-76	8				NA			NA		1999
						72-10										

					1 02	Tru				Peak		Dir			
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Axle			QC	Hour	QK	Factor	AAWDT	QW	Year
Fazewell County				From:		92-768		1							
626	0.30	150	R							NA			NA		1999
	1.84	140	R	To: From:		0.30 ME 92-768				NA			NA		12/10/200
626	1.04	140		To		92-637				14/1			1471		12/10/200
\bigcirc	2.00	4000	_	From:	00/	92-631	00/	00/		0.000	_	0.500	1000	_	2002
627)	2.80	1200	F	98%	0%	0% 1% 92-626 SOUTH	0%	0%	С	0.088	F	0.566	1200	F	2002
627)	1.00	720	F	From: 98%	0%	0% 1%	0%	0%	F	0.09	F	0.574	730	F	2002
	4.40	4400		To: From:		92-624 SOUTH		-		NIA			NIA		4000
627	1.40	1100	R	To:		02 (12				NA			NA		1999
627)	0.30	710	R	From:		92-612				NA			NA		1999
	4.40			To: From:		92-628									1000
627)	4.10	60	R	To:		WV State Line				NA			NA		1999
				From:		92-627									
628	2.00	820	R	To:		Dead End				NA			NA		12/10/200
				From:		92-724									
629	0.85	810	R							NA			NA		1999
	0.20	250	R	To: From:	Russe	ell County Line; Gap	Terminu	S		NA			NA		1999
629				To: From:		92-729									
629	1.70	480	R	To:						NA			NA		1999
				From:		92-609 92-626									
630	2.00	60	R	<u> </u>		72 020				NA			NA		12/10/200
	0.00	240	_	From:		92-627				NIA			NIA		4000
630	0.60	210	R	To:		92-626				NA			NA		1999
				From:		ECL Richlands									
631)	0.15	260	R	. —						NA			NA		1999
(631)	0.31	240	R	From:		0.15 ME OF ECI				NA			NA		12/17/200
				To- From:		0.46 ME OF ECI									
(631)	0.35	270	R	To:		NCL Cedar Bluf	f			NA			NA		12/17/200
Town of Cedar Bluff				•				•							
(631)	0.14	1500	R	From:		NCL Cedar Bluf	f			NA			NA		1999
(031)				To: From:		US 460 BUS WES									
(631)	0.84	3000	F	99%	0%	US 460 BUS EAS 1% 0%	0%	0%	F	0.082	F	0.541	3100	F	2002
				To:		ECL Cedar Bluf	f								
Fazewell County				From:		ECL Cedar Bluf	f								
631)	1.18	2100	F	99%	0%	1% 0%	0%	0%	F	0.089	F	0.526	2100	F	2002
	2.00	1400	F	From: 99%	0%	92-626 1% 0%	0%	0%	F	0.088	F	0.506	1400	F	2002
631)	2.00	00	•	To:	J /0	92-627	J /0	J /0	'	0.000	'	0.000	1700	'	2002
631)	2.66	1300	F	99%	0%	1% 0%	0%	0%	С	0.086	F	0.582	1300	F	2002
	4.00	4000		From:	001	92-639 EAST	00/	001		0.005		0.500	4000		0000
631)	1.89	1200	F	99% To:	0%	1% 0% 92-637 WEST	0%	0%	F	0.095	F	0.502	1300	F	2002

					ıa	zeweli Maintenan	ce Area	1							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Tazewell County				From:		92-637 WEST		ı							
631)	3.54	2100	F	99%	0%	1% 0%	0%	0%	F	0.080	F	0.515	2200	F	2002
				To: From:		92-635 WEST									
631)	1.10	2900	F	99%	0%	1% 0%	0%	0%	F	0.08	F	0.521	2900	F	2002
				To-		SR 16									
\bigcirc				From:		US 19; US 19 BU	JS								
632	0.11	200	R							NA			NA		1999
				To: From:		92-693									1000
632	1.09	230	R	To:		WCL Tazewell		1		NA			NA		1999
				From:											
(622)	0.80	420	R	110111.		US 19 BUS				NA			NA		1999
633	0.00	.20	•••	To:		Dead End									1000
				From:		US 19 BUS									
634)	0.30	30	R							NA			NA		10/23/2002
				To:		Dead End									
\bigcirc				From:		NCL Tazewell									
635)	1.07	600	R	To		02 (21 WEGT				NA			NA		1999
				From:		92-631 WEST 92-631 EAST									
635)	2.20	280	R	<u></u>				<u> </u>		NA			NA		1999
				To		SR 16									
				From:		92-627									
636	0.59	130	R							NA			NA		12/10/2002
				To: From:		92-819									
636	1.60	80	R							NA			NA		1999
				To: From:		92-686		-							
636)	1.39	120	R							NA			NA		1999
				From:		92-639									
636)	1.00	260	R	_						NA			NA		1999
				To: From:		92-637 WEST 92-637 EAST									
636	5.52	320	F	82%	0%	3% 15%	1%	0%	С	0.098	F	0.606	320	F	2002
				To:		SR 16									
				From:		US 19 EAST									
637	0.47	450	R							NA			NA		1999
				To: From:		92-699		-							
637	1.07	1600	R	_						NA			NA		1999
				To: From:		US 19 MID US 19 WEST									
(637)	3.25	1100	R			05 17 WEST				NA			NA		1999
				To:		92-608									
637)	0.44	400	R	From:		72-000				NA			NA		1999
				To:		92-841		1							
637)	0.15	420	R	From:		72-041				NA			NA		1999
				To:		92-840									
637)	3.80	560	R	From:		22 0.0				NA			NA		1999
				To:		92-698									
637)	0.28	680	R	From:		,2 0,0				NA			NA		1999
				To:		US 19		i							
637)	0.32	1300	R	From:		0.0 19				NA			NA		1999
001)				To		92-765									
637)	1.31	1300	R	From:		92-703				NA			NA		1999
001)				To:		92-791									

						zewen mantena									
Route	Length	AADT	QA	4Tire	Bus	T 2Axle 3+Axle				Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Fazewell County				From:		92-791									
637)	0.07	1100	R	<u> </u>		72 //1			l	NA			NA		1999
				To: From:		92-631 WES									
637	1.90	570	R	r tom.		92-631 EAS	<u> </u>			NA			NA		1995
637)				To:		92-636 SOUT	ш								
637)	1.52	480	F	99%	0%	0% 1%	0%	0%	С	0.102	F	0.547	490	F	2002
				To		92-626									
637)	3.60	320	F	99%	0%	0% 1%	0%	0%	F	0.095	F	0.539	330	F	2002
				To: From:		92-643									
637)	1.40	240	F	99%	0%	0% 1%	0%	0%	F	0.133	F	0.667	240	F	2002
				To:	We	est Virginia State L	ine; WV-9								
	0.80	NA		From:		SR 91				NA			NA		
638)	0.80	IVA		To-		Dead End				INA			INA		
				From:		US 19; US 46	50								
639	1.73	990	R							NA			NA		1999
				To: From:		92-631 EAS									
639	1.30	30	R			92-631 WES	1			NA			NA		12/10/2002
000				To:		92-636									
				From:		US 19; US 4	60								
640	0.36	1800	R						1	NA			NA		1999
				To:		92-650									
(C44)	0.45	250	R	From:		92-643				NA			NA		1999
641)	0.40	200	• • • • • • • • • • • • • • • • • • • •	To:		02.760			Ī	1471			147.		1000
641)	3.75	350	R	From:		92-760				NA			NA		1999
641)				To:		SR 16									
				From:		SR 16 WES	Γ								
642	0.20	230	R							NA			NA		1999
				From:		92-713									
642	0.63	170	R							NA			NA		1999
	0.07			From:		0.63 ME 92-7	13								4000
642	0.87	46	R	To:		SR 16 EAST	Γ			NA			NA		1999
				From:		92-624									
(643)	0.15	170	R	<u>L</u>) <u>2</u> (<u>2</u> 1				NA			NA		1999
				To- From:		0.15 ME OF 92	-624								
643	1.36	170	R	From:				<u> </u>		NA			NA		1999
				To: From:		92-637									
643)	0.50	270	R							NA			NA		1999
				From:		92-641									
(643)	0.07	110	R							NA			NA		1999
				To: From:		92-810									
(643)	0.93	130	R	,					1	NA			NA		1999
	F 00	400		From:		0.93 ME 92-8	10			NI A			NI A		11/15/0000
643)	5.90	120	R	To:		SR 16 NORT	Н			NA			NA		11/15/2002
				From:		SR 16 SOUT									
643	1.30	240	R							NA			NA		1999
				From:		1.30 ME OF SE	R 16								
643	0.96	80	R	To:		02.020			Ì	NA			NA		11/15/2002
				10.		92-830									

					Ta	zewell Maintenan	ce Area	l							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle		2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Tazewell County				From:		92-830		i							
643)	2.70	320	R			92-830				NA			NA		1999
643)	2.50	250	R	To: From:		92-651				NA			NA		1999
	0.20	360	F	From: 98%	0%	92-655 WEST 1% 0%	0%	0%	С	0.104	F	0.564	360	F	2002
643				To:	070	92-655 EAST	070					0.004		•	
643)	1.30	70	R	To: From:		92-653				NA			NA		11/26/2002
643)	2.80	30	R	To						NA			NA		11/26/2002
643)	1.60	120	R	From:		92-656				NA			NA		11/26/2002
643)	0.70	120	R	From:		0.16 ME OF 92-6	56			NA			NA		1999
643	1.90	260	R	To: From:		92-702				NA			NA		1999
				To: From:		92-685									
643	0.90	310	R	To:		92-661 WEST				NA			NA		1999
643	0.50	320	R	To			•			NA			NA		1999
643)	0.30	350	R	From:		92-661 SOUTH	l			NA			NA		1999
643)	0.50	580	R	To: From:		92-660				NA			NA		1999
643	0.65	720	R	From:		92-661 NORTH	I			NA			NA		1999
	0.65	1700	R	From:		92-721				NA			NA		1999
643)				To: From:		SR 102 WEST SR 102 EAST									
643	0.92	3400	F	96%	0%	2% 0% West Virginia State	2% Line	0%	С	0.083	F	0.531	3400	F	2002
644	2.31	650	F	From: 97%	1%	SR 16 1% 0%	1%	0%	F	0.11	F	0.632	660	F	2002
(644)	1.42	E40	F	From: 97%	10/	92-668 1% 0%	1%		F	0.119	F		550	F	2002
644)	1.42	540		To: From:	1%	West Virginia State	Line	0%				0.633	550		
644)	2.45	640	F	97%	1%	1% 0% 92-655	1%	0%	F	0.108	F	0.779	650	F	2002
644)	2.45	1000	F	97%	1%	1% 0%	1%	0%	F	0.094	F	0.637	1000	F	2002
644)	2.18	1800	F	97%	1%	92-767 1% 0%	1%	0%	F	0.081	F	0.548	1800	F	2002
644)	1.07	2000	F	From: 97%	1%	92-774 1% 0%	1%	0%	F	0.083	F	0.571	2100	F	2002
644)	2.54	2100	F	From: 97%	1%	92-815 1% 0%	1%	0%	С	0.09	F	0.618	2200	F	2002
				To:	. 70	92-747 SCL Pocaho				3.00	•			•	
Town of Pocahontas				From:		92-747 SCL Pocaho	ontas								
644)	0.41	2900	F	97%	1%	1% 0%	1%	0%	F	0.097	F	0.64	3000	F	2002
644)	0.10	3500	F	97% To:	1%	283-1263 1% 0%	1%	0%	F	0.092	F	0.637	3600	F	2002
				10.		92-1103									

					Ta	zewell Mainten	ance Area							
Route	Length	AADT	QA	4Tire	Bus		Гruck de 1Trail 2Tr	\cap	Peal Hou	OK	Dir Factor	AAWDT	QW	Year
Town of Pocahontas				From:		02 1102								
644)	0.15	580	R	rioin.		92-1103		<u> </u>	NA			NA		1999
	0.02	550	R	From:		92-659		\bot	NA			NA		1999
644)	0.02	550	K	To:		0.02 ME OF 92-6	559; GT	7	INA			INA		1999
Tazewell County				•										
	0.47	720		From:		SR 102; Gap Te	rminus		NIA			NIA		1000
(644)	0.17	720	R	To:		WV State Line;	92-663	7	NA			NA		1999
				From:		SR 16								
645)	1.68	1800	R	-					NA			NA		1999
				To: From:		92-831		\supset						
645)	1.64	1400	R						NA			NA		1999
				From:		1.64 ME 93-	831	ightharpoonup						4000
645)	0.05	1400	R						NA			NA		1999
	0.70	1400	R	From:		1.69 ME 93-	831	_	NA			NA		1999
645)	0.70	1400	K	т		00.000		_	INA			INA		1999
(GAE)	0.29	1000	R	From:		92-678			NA			NA		1999
645)	0.20	1000		To:		Dead End			147 (14/1		1000
				From:		SR 61								
646)	0.64	230	R	. —				_	NA			NA		1999
				To:		Dead End								
640	0.20	340	R	From:		ECL Tazew	ell		NA			NA		1999
648)	0.20	040		To		0.20 ME of F	ECL		147			14/1		1000
\bigcirc	0.54	40	-	From:		0.20 E of E	CL		NIA			NIA		44/07/0000
648)	0.51	40	R	To:		Dead End	1	_	NA			NA		11/07/2002
				From:		92-651								
649	2.22	360	R	<u> </u>					NA			NA		1999
				To: From:		2.22 ME 92-	651]—						
649	0.56	240	R						NA			NA		12/03/2002
				To: From:		2.78 ME 92-	651	\supset						
649	0.97	910	R	To:		US 19; US 4	160	_	NA			NA		12/03/2002
				From:		92-651	+00	<u> </u>						
650	4.40	450	F	99%	0%	1% 0%	0% 0%	6 (C 0.13	3 F	0.688	450	F	2002
				To: From:		92-655 NOR		_						
650	0.06	540	R	From:					NA			NA		1999
				To: From:		92-655 SOU	TH	\supset						
650	2.90	500	R						NA			NA		1999
				To: From:		92-656 WE	ST	_						
650	0.15	240	R						NA			NA		1999
	0.54	400	_	From:		92-656 EAS	ST	\exists —	N10			NIA		1000
650	3.51	120	R						NA			NA		1999
	0.44	320	R	To: From:		92-740			NA			NA		1999
650	U. 11	320				00.640		— <u>L</u>				INA		1999
(650)	0.75	110	R	From:		92-640			NA			NA		1999
650)	5 0			To		US 19						•		
				From:		US 19								
651)	1.01	1600	F	99%	0%	1% 0%	0% 0%	<u>6</u> (C 0.09	4 F	0.503	1700	F	2002
				To-		92-650								

					1 02	eweli iviali ileriai	ice Aica								
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			-0C	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Fazewell County				From:		92-650		1							
651)	0.13	470	R	<u> </u>		72-030				NA			NA		1999
				To: From:		92-850		-							
651)	0.07	350	R							NA			NA		1999
	0.00			To: From:		92-1010									4000
651)	0.20	220	R							NA			NA		1999
	0.69	320	R	From:		0.20 MS 92-10	10	;		NA			NA		11/15/2002
651				To:		0.89 MS 92-10	10								
651)	2.11	310	R	From:		0.07 1415 72 10				NA			NA		11/15/2002
				To:		92-643									
\bigcirc	0.44	20		From:		92-741				NIA			NIA		1000
652	0.11	30	R	To:		Dead End				NA			NA		1999
				From:		92-655									
653	1.00	30	R							NA			NA		11/26/2002
				To:		92-643									
(GEA)	0.95	60	R	From:		Dead End				NA			NA		11/26/2002
654)	0.00			To:		92-655				1471			147 (11/20/2002
				From:		92-680									
655	1.00	1500	R							NA			NA		1999
				To: From:		92-762									
655)	0.50	760	R							NA			NA		1999
	1.24	380	R	From:		0.50 MN 92-76	52			NA			NA		1999
655)	1.24	300		To:		1.74 MNI 02.74	n			11/-1			14/3		1000
655)	0.16	310	R	From:		1.74 MN 92-76	02	[NA			NA		1999
				To:		92-650 SOUTI									
(GEE)	2.54	330	F	From: 98%	0%	92-650 NORTI 2% 0%	0%	0%	С	0.123	F	0.581	340	F	2002
655)	2.01		•	To:	070	92-643 EAST		0,0		0.120		0.001	0.10	•	2002
	0.60	400	_	From:	00/	92-643 WEST		00/	_	0 100	_	0.517	400	F	2002
655)	0.60	490	F	98%	0%	2% 0%	0%	0%	F	0.108	F	0.517	490	Г	2002
(655)	1.50	620	F	From: 98%	0%	92-654 2% 0%	0%	0%	F	0.111	F	0.569	630	F	2002
(655)				To:		92-644			-	••••				-	
$\widehat{}$				From:		US 19									
656	1.30	960	R	To:		92-650 WEST	,			NA			NA		1999
				From:		92-650 WEST									
656	1.70	80	R							NA			NA		11/26/2002
				To: From:		92-643									
(657)	0.10	210	R	From:		92-644				NA			NA		1999
657				To:		92-822									
657	0.80	170	R	From:		<i>72 022</i>				NA			NA		1999
				To: From:		92-821									
657	1.60	60	R	_						NA			NA		1999
				To:		West Virginia State									
(CEO)	1.00	380	R	From:		92-644 WEST				NA			NA		1999
658)	1.00	300	ĸ	To		02 (00		1		INA			INA		פפפו
658)	1.80	340	R	From:		92-690				NA			NA		1999
				To:		92-644 EAST							* ** *		
							_								

					ı a	zewell Maintenance Area								
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail		QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Tazewell County				From:		W-4 Vissinis C4-4- I in-								
(659)	1.80	340	F	99%	0%	West Virginia State Line 1% 0% 0%	0%	F	0.111	F	0.646	340	F	2002
000)				To		NCL Pocahontas								
Town of Pocahontas														
(CEO)	0.80	470	F	99%	0%	NCL Pocahontas 1% 0% 0%	0%	С	0.083	F	0.5	470	F	2002
(659)	0.00			To:	070	92-644 WEST	7,0		0.000		0.0		•	2002
	0.45	440	_	From:		92-644 EAST			NIA			NIA		4000
(659)	0.15	110	R	To:		ECL Pocahontas			NA			NA		1999
Tazewell County							•							
				From:		ECL Pocahontas						_		4000
(659)	1.00	110	N	To:		West Virginia State Line	1		NA			0	N	1999
				From:		92-643								
(660)	0.68	280	R	<u> </u>		72-0-73			NA			NA		1999
				To		92-697								
(660)	1.42	310	R	From:					NA			NA		1999
				To: From:		92-736	}							
660	0.60	650	R						NA			NA		1999
				To:		SR 102								
	0.80	70	R	From:		Dead End			NA			NA		11/26/2002
661)	0.00	70	IX.	To		92-643 SOUTH			INA			INA		11/20/2002
\bigcirc				From:		92-643 WEST								
661)	0.80	80	R	To		92-643 NORTH			NA			NA		11/26/2002
				From:		SR 61	I							
662)	3.50	60	R			510 01			NA			NA		12/03/2002
				To: From:		Bland County Line								
662	1.50	48	R	From:					NA			NA		12/03/2002
				To		SCL Bluefield								
\bigcirc	0.00	70	-	From:		WV State Line; 92-644			NI A			NIA		4000
(663)	2.20	70	R	To:		West Virginia State Line			NA			NA		1999
				From:		Dead End	1							
(664)	0.50	550	R	<u> </u>		D viid Did			NA			NA		1999
				To: From:		92-682								
(664)	0.20	1100	R						NA			NA		1999
				To:		US 19; US 460								
	0.50	280	R	From:		Dead End			NA			NA		1999
665)	0.50	200	K	To:		US 19 SOUTH	1		INA			INA		1999
\bigcirc				From:		US 19 NORTH								
665	0.45	90	R	To:		Dead End			NA			NA		1999
				From:		Dead End	I							
666	0.34	30	R	<u> </u>		Deau Ellu			NA			NA		12/05/2002
				To:		0.34 ME Dead End								
666	0.60	60	R	From:		****			NA			NA		12/05/2002
				To: From:		0.94 ME Dead End	}							
(666)	1.51	80	R						NA			NA		12/05/2002
				To: From:		92-623 SOUTH 92-623 NORTH								
(666)	4.58	180	R	<u> </u>		72-023 NOIXIII			NA			NA		1999
				To		92-625								

					Tazewell Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	\cap	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Tazewell County				From:	92-727	ı						
(667)	2.20	60	R		72- 121	J	NA			NA		1999
				To:	92-623							
\bigcirc	4.00	420		From:	Dead End		NIA			NIA		44/00/0000
668	1.22	130	R			-	NA			NA		11/22/2002
(660)	0.10	110	R	From:	1.22 MN Dead End		NA			NA		1999
668	0.10	110		To:	92-644]	147 (147.		1000
				From:	92-618							
669	1.20	250	R				NA			NA		12/17/2002
				To: From:	1.20 ME 92-618] ——						
669	0.20	160	R	To:	92-804	1	NA			NA		1999
				From:								
670	2.68	600	R		Russell County Line	J	NA			NA		1999
070				To:	SR 67 WEST	Щ.						
670	0.04	60	R	From:	SKO/ WEST	1	NA			NA		1999
				To:	92-726	—						
670	0.16	160	R			-	NA			NA		1999
				To: From:	92-772]						
670	0.01	720	R			-	NA			NA		1999
				From:	92-763 32-763							
670	0.05	840	R		32 763	1	NA			NA		1999
				To:	SR 67 EAST							
\bigcirc				From:	Buchanan County Line; 92-618							
671)	0.63	210	R			-	NA			NA		1999
	0.07	222	_	From:	0.63 MN OF CL	-	NIA			NIA		4000
671)	0.87	220	R	To:	13-671	1	NA			NA		1999
				From:	Dead End							
(672)	1.35	100	R		Dead Esta	4	NA			NA		11/26/2002
				To:	92-659							
\bigcirc				From:	SR 67							
673	0.22	670	R	To:	Dead End	1	NA			NA		1999
				From:	SR 16	<u> </u>						
674)	0.03	60	R		SKTO	1	NA			NA		1999
				To:	Dead End							
\bigcirc			_	From:	92-607							1000
675)	2.00	100	R	To:	Dead End	1	NA			NA		1999
				From:	92-637							
676)	0.02	130	R		72-037	1	NA			NA		12/10/2002
9				To:	92-755	<u> </u>						
(676)	0.04	80	R	From:	72.00	4	NA			NA		12/10/2002
				To: From:	92-711	1						
(676)	1.44	60	R			-	NA			NA		12/10/2002
676 676				To:	Dead End							
	0.05	40	_	From:	NCL Bluefield]	NI A			N1 A		10/02/0000
677)	0.35	40	R	To:	Dead End	1	NA			NA		12/03/2002
				From:	NCL Tazewell	<u> </u>						
678	0.70	1200	R		J. J. Autonom		NA			NA		1999
$\bigcup_{i=1}^{n}$				To-	92-645							

					i azeweli iviali ileriarice Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Tazewell County				From:	Dead End	1						
679	0.40	140	R	<u> </u>	Dead End	J	NA			NA		1999
				To-	92-644							
	0.42	220	_	From:	US 19 SOUTH		NIA			NΙΔ		1000
680	0.42	230	R	. —		7	NA			NA		1999
690	0.22	190	R	From:	92-754		NA			NA		1999
680	0.22			To:	LIS 10 MID	1	,					1000
680	0.13	590	R	From:	US 19 MID	J	NA			NA		1999
	0.00	4400	_	From:	92-655	}	NIA			NIA.		1000
680	0.22	1100	R	To:	US 19 NORTH	1	NA			NA		1999
				From:	92-643	Ī						
681)	0.05	330	R	<u> </u>	72-043	J	NA			NA		11/26/2002
				To:	0.05 MN 92-643	—						
681)	0.45	160	R	rioiii.		-	NA			NA		1999
				To:	West Virginia State Line							
	0.20	200	_	From:	Dead End		NIA			NΙΔ		1000
682	0.30	300	R	To:	92-664	1	NA			NA		1999
				From:	US 460							
683	0.97	800	R		25 100	1	NA			NA		1999
				To:	92-617							
\bigcirc			_	From:	Dead End							
684)	0.80	70	R	To:	92-616	1	NA			NA		1999
				From:	Dead End							
685)	0.50	20	R		Dead End	J	NA			NA		11/26/2002
(003)				To:	92-643]						
				From:	92-631							
686	0.50	220	R			7	NA			NA		12/10/2002
				10:	92-636							
607	1.15	460	R	From:	US 460	_	NA			NA		1999
687	1.13	400		To:	92-797	1	14/3			IVA		1000
(687)	1.65	240	R	From:	92-797		NA			NA		1999
001)				To:	Buchanan County Line							
				From:	NCL Bluefield							
689	0.25	30	R	. —		7	NA			NA		12/03/2002
				To:	NCL Bluefield							
	0.50	120	R	From:	92-658	j	NA			NA		1999
690	0.50	120	IX	To:	Dead End	1	INA			INA		1999
				From:	NCL Bluefield							
(691)	0.36	40	R			_	NA			NA		1999
				To:	Dead End							
<u> </u>	4.00	20	_	From:	92-644]	NIA			NI A		11/00/0000
692	1.38	20	R	To:	Dead End	1	NA			NA		11/22/2002
				From:	Dead End	1						
693)	0.05	30	R		Deut Lait	_	NA			NA		10/23/2002
				To: From:	0.05 ME Dead End	 						
(693)	0.10	30	R	From:		_	NA			NA		10/23/2002
				To-	92-632							

					razeweli Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus	()(:	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Fazewell County				From:	NCL Bluefield							
694)	1.20	1300	R		TOD Blacket		NA			NA		1999
				To:	SR 102							
205	0.50	90	R	From:	Dead End		NA			NA		1999
695)	0.50	30	1	To:	92-644		INA			INA		1999
				From:	Dead End							
696	1.80	360	R	To:	CD 102	1	NA			NA		1999
				From:	SR 102 Dead End							
697)	0.15	50	R		Dead End		NA			NA		1999
				To: From:	92-808							
697)	0.20	130	R			1	NA			NA		1999
				To: From:	92-660							
698)	0.10	90	R	From.	92-637		NA			NA		1999
090)				To:	Dead End							
				From:	92-637							
699	2.05	1300	R	To:	92-631]	NA			NA		1999
				From:	92-644							
700	0.24	110	R	<u> </u>	72 0	l	NA			NA		1999
				To:	Dead End							
	1.20	240	ь	From:	92-609		NIA			NΙΔ		1000
701)	1.20	310	R	To	92-759		NA			NA		1999
				From:	92-643							
702	2.11	170	R				NA			NA		11/22/200
				To: From:	92-799							
702	0.09	220	R	To-	92-644	1	NA			NA		11/22/200
				From:	Dead End							
703)	0.72	200	R	<u>. </u>	Beat End	ļ	NA			NA		1999
				To:	SCL Richlands							
	0.50	70	ь	From:	92-602		NA			NΙΔ		1000
704)	0.50	70	R	To:	Dead End		NA			NA		1999
				From:	US 19							
705)	0.60	390	R	_			NA			NA		1999
				To:	92-719							
706	0.22	20	R	From:	NCL Bluefield		NA			NA		1999
706)	0.22			To:	Dead End							1000
Town of Cedar Bluff												
707	0.93	330	F	98%	ECL Richlands 1%	С	0.106	F	0.543	330	F	2002
707)	U.33	555			92-1209 WEST		0.100		0.040			2002
707)	0.10	570	F	98%	1% 1% 0% 0% 0%	F	0.087	F	0.619	580	F	2002
				To: From:	92-1209 EAST							
707)	0.34	730	F	98%	1% 1% 0% 0% 0%	F	0.081	F	0.516	740	F	2002
				To	US 460 BUS							
Fazewell County				From:	Dead End							
708)	0.06	46	R	<u> </u>			NA			NA		11/22/200
				To:	92-644							

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC P	eak lour	QK	Dir Factor	AAWDT	QW	Year
Tazewell County				From:	92-771							
(709)	0.09	120	R		gp 404	, '	NA			NA		1999
				In:	SR 102	<u> </u>						
710	0.14	NA		From:	Dead End	J I	NA			NA		
710	• • • • • • • • • • • • • • • • • • • •			To:	0.14 ME Dead End							
710	0.02	3	R	From:	0.14 IVIE Dead End	_	NA			NA		1999
				To:	92-602							
\bigcirc				From:	Dead End]						
711)	0.22	10	R	To:	92-676	7	NA			NA		1999
				From:	Dead End							
712	0.85	360	R	<u> </u>	Dead End	J I	NA			NA		1999
				To	92-631							
				From:	SR 16							
713)	2.30	100	R			ا ا	NA			NA		11/15/2002
				To:	92-642] i						
	0.19	110	R	From:	Dead End	J,	NA			NA		1999
714)	0.13	110		To:	92-644] '	14/-1			IVA		1333
				From:	92-631							
715	0.38	220	R				NA			NA		1999
$\bigcup_{i=1}^{n}$				To:	92-631							
\bigcirc	2.24			From:	92-644]						4.4.100.100.00
716	0.21	50	R	To:	92-644]]	NA			NA		11/26/2002
				From:	SR 102	1						
717)	0.27	110	R		5K 102		NA			NA		1999
				To:	92-9522	1						
717	0.09	130	R	From:	72 7022	_	NA			NA		1999
				To	92-643							
\bigcirc				From:	92-621							
718	0.26	90	R	To:	Dead End	7	NA			NA		1999
				From:	US 19	<u> </u>						
719	1.17	2800	R		05 19	J I	NA			NA		1999
				To:	US 460; 92-1234							
				From:	US 19							
720	1.58	850	F	92%	1% 3% 1% 3% 0%	C 0.	.113	F	0.689	860	F	2002
				To: From:	WCL Bluefield							
(724)	0.50	50	R	From:	Dead End		NA			NA		11/26/2002
(721) (721)	0.00		• • • • • • • • • • • • • • • • • • • •	To	92-722	·						1112012002
(721)	0.40	120	R	From:	92-122		NA			NA		1995
(/21)				To:	92-643]						
				From:	Dead End							
722	0.50	40	R	_		ا ا	NA			NA		11/26/2002
				To:	92-721							
	0.30	1600	R	From:	Dead End	J,	NΙΛ			NA		1005
723)	0.38	1600	ĸ	To	92-724 EAST	1 '	NA			INA		1995
				From:	92-724 WEST							
723	0.08	4400	R	To:	OD 72	ا ا	NA			NA		1995
				From:	SR 67	1						
724)	0.02	60	R		92-9635	J ,	NA			NA		1995
(124)	0.02			To:	92-1215] '	, .					.555
					92-1213							

					I azeweli Maintenance Area						
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Pea	()K	Dir Factor	AAWDT	QW	Year
Tazewell County						•	-	1 40101			
(724)	0.03	560	R	From:	92-1215	J NA			NA		1995
(724)				To:	92-629	1					
724)	0.50	2000	R	From:	, <u> </u>	NA			NA		1995
				To: From:	92-723 WEST]					
724)	0.10	1800	R	To:	92-723 EAST	NA 1			NA		1995
				From:	92-723 EAS1 92-637						
725	0.13	10	R		72-037	NA			NA		12/10/200
				To:	Dead End						
	0.02	460	_	From:	Russell County Line)			NΙΔ		1005
(726)	0.03	160	R	To:	92-670	NA 1			NA		1995
				From:	Bland County Line	!					
727	1.90	60	R		-	NA			NA		12/05/200
				From:	92-667	<u> </u>					
727)	2.50	140	R	To:	92-623	NA 1			NA		12/05/2002
				From:	Dead End						
729	0.58	70	R	<u> </u>	Dead End	NA			NA		12/12/200
				To:	92-629]					
\bigcirc	0.05	440		From:	US 460]					40/47/000
730	0.05	440	R			NA •			NA		12/17/200
700	0.28	160	R	From:	92-780	NA			NA		12/17/200
730	0.20	100	IX	To:	0.28 MN 92-780]			INA		12/11/200
\bigcirc	0.04	40		From:	0 28 MN 92-780]					10/17/000
730	0.21	40	R	To:	Dead End	NA 1			NA		12/17/200
				From:	Dead End						
(731)	0.07	50	R			NA			NA		12/03/200
				To:	US 19						
<u></u>	0.20	320	R	From:	92-831] NA			NA		11/07/200
(732)	0.20	320		To:	92-733]			14/3		11/01/200
				From:	92-831						
(733)	0.03	70	R			NA			NA		11/07/200
				To: From:	92-732	<u> </u>					
(733)	0.14	40	R	To:	Dead End	NA 1			NA		11/07/2002
				From:	92-747						
734)	0.90	90	R		72	NA			NA		11/26/2002
				To:	Dead End						
	0.08	1300	R	From:	SR 61] NA			NA		12/05/2009
735)	0.06	1300	K	т	02.1220	IN/A 1			INA		12/05/2002
735	0.30	720	R	From:	92-1330	NA			NA		12/05/2002
		-		To	Dead End						
				From:	Dead End						
736	0.70	60	R	To:	92-660	NA 1			NA		11/26/2002
_				From:	92-660 Dead End	<u> </u>					
737	0.60	60	R		Dead Elid	J NA			NA		11/26/2002
				To:	92-659						

					i azeweli Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC F	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Cazewell County				From:	92-603	1						
738	0.75	160	R			-	NA			NA		12/12/2002
				To	Dead End							
\bigcirc	0.00	40	-	From:	Dead End		N 1.0			NIA		40/40/000
739	0.98	40	R			-	NA			NA		12/12/200
	0.02	60	R	From:	0.98 MN Dead End		NA			NA		12/12/200
739	0.02	60	ĸ	To:	US 19	1	INA			NA		12/12/200
				From:	92-650	1						
740	0.15	70	R		72 000	1	NA			NA		12/03/200
				To:	Dead End							
$\overline{}$				From:	West Virginia State Line							
741)	0.15	100	R				NA			NA		11/26/200
				To: From:	92-652							
741)	0.10	60	R	To:	D 15 1	1	NA			NA		11/26/200
				From:	Dead End	<u> </u>						
742)	0.12	60	R	r roin.	92-607	J	NA			NA		10/23/200
743	0.12	00		To	92-601	1	147 (14/ (10/20/200
				From:	US 19; US 460	1						
744)	1.00	150	R				NA			NA		12/03/200
				To:	Dead End							
\bigcirc				From:	Dead End							
745	0.36	540	R	To:	US 19; US 460	1	NA			NA		12/03/200
				From:		<u> </u>						
747	0.67	150	R	r toin.	92-644	l	NA			NA		11/26/200
747	0.07			To	02.724	1				101		1 1/20/200
747)	0.58	130	R	From:	92-734		NA			NA		11/26/200
(41)	0.00			To:	92-644							
				From:	Dead End							
748)	1.42	310	R			_	NA			NA		11/22/200
				To:	92-644							
	0.07	00	_	From:	Dead End		N.1.A			NIA		4005
749	0.07	60	R	To:	US 19	1	NA			NA		1995
				From:	Dead End							
750	0.08	180	R	<u> </u>	Dead End	l	NA			NA		1995
				To:	83-726; 92-726	1						
750	0.05	670	R	From:	03 720, 72 720	1	NA			NA		1995
				To:	SR 67							
				From:	SR 67							
751)	0.21	190	R			1	NA			NA		1995
				To:	SR 67	<u> </u>						
	0.21	150	В	From:	US 460 WEST		NΙΛ			NΙΛ		12/17/200
752)	0.21	150	R	, —		1	NA			NA		12/17/200
750	0.04	190	R	From:	92-792		NA			NA		12/17/200
752	0.04	100	11	To	US 460 EAST	1	. 1/7			13/3		.2.111200
				From:	Dead End	1						
753	1.10	260	R				NA			NA		11/22/200
				To:	SR 16							
				From:	Dead End							
754	0.55	380	R	~	22.1112	1	NA			NA		12/03/200
				To:	92-1410							

					l azewell Maintenance Area						
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- QC Hou	()K	Dir Factor	AAWDT	QW	Year
Tazewell County				From:	92-1410						
(754)	0.32	170	R			NA			NA		12/03/2002
				To:	92-680						
755	0.20	46	R	From:	92-676	NA			NA		12/10/2002
(755)	0.20			To:	Dead End	IVA			IVA		12/10/2002
				From:	92-651						
(756)	0.09	20	R			NA			NA		11/15/2002
				To:	Dead End						
	0.04	40	R	From:	92-644	NA			NA		11/22/2002
757	0.04	40	K	To:	West Virginia State Line	INA			INA		1 1/22/2002
				From:	92-644						
758)	2.34	190	R		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	NA			NA		11/22/2002
				To:	West Virginia State Line						
\bigcirc				From:	Dead End						
759	0.25	50	R			NA -		NA		12/17/2002	
	0.05	4400		From:	92-701	NIA.			NIA		40/47/0000
759	0.65	1100	R	To:	SCL Richlands	NA			NA		12/17/2002
				From:	Dead End						
760	0.16	20	R		Dead End	NA			NA		12/10/2002
				To:	92-641						
				From:	92-782						
761)	0.25	50	R			NA			NA		11/26/2002
				In.	Dead End						
762	0.19	140	R	From:	Dead End	NA			NA		12/03/2002
	0.10	140		To:	92-655	1471			147.		12/00/2002
				From:	92-670						
(763)	0.14	110	R			NA			NA		1995
				To:	Dead End						
\bigcirc	0.40			From:	Dead End						44/07/000
764)	0.19	220	R	To:	SR 16	NA			NA		11/07/2002
				From:	92-637						
(765)	0.08	40	R		72-031	NA			NA		12/10/2002
				To:	Dead End						
				From:	92-601						
766	0.40	10	R	To:	02 (01	NA			NA		10/23/2002
					92-601						
707	0.30	40	R	From:	Dead End	NA			NA		11/22/2002
(767)	0.50		- 1	To:	92-644	IVA			IVA		11/22/2002
				From:	92-626						
(768)	0.55	60	R			NA			NA		12/10/2002
				To: From:	0.55 MN 92-626						
(768)	0.15	60	R			NA			NA		12/10/2002
				To:	Dead End						
\bigcirc	0.04	40	_	From:	92-660				h ! A		44/00/0000
769	0.21	40	R	To:	Dead End	NA			NA		11/26/2002
				From:	Russell CL; 83-770						
770	0.96	280	R	<u> </u>	Nussell CL, 03-770	NA			NA		12/12/2002
(10)				To:	92-609						
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					l azeweli Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trai	(.)(;	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Tazewell County				From:	Dead End	Ī						
771)	0.06	90	R		Dodd End	_	NA			NA		11/26/2002
				To: From:	92-795]						
771)	0.07	50	R			-	NA			NA		11/26/2002
				To-	92-709							
	0.73	570	R	From:	Russell County Line	_	NA			NA		1995
(772)	0.73	3/0		To:	92-670	1	IVA			14/5		1000
				From:	Dead End							
773	0.23	90	R			7	NA			NA		12/10/2002
				To:	92-631							
(774)	0.10	160	R	From:	92-807	_	NA			NA		11/22/2002
774	0.10	100		To:	92-644		1471			147 (11/22/2002
				From:	92-629							
775	0.18	660	R			-	NA			NA		1995
				To:	Dead End							
	0.10	80	R	From:	Dead End	<u>]</u>	NA			NA		11/22/2002
776	0.10	00	K	To:	92-644	1	INA			INA		11/22/2002
				From:	Dead End	1						
(777)	0.10	40	R		200	_	NA			NA		12/17/2002
$\overline{}$				To: From:	0.10 MS Dead End							
(177) (177)	0.15	70	R			-	NA			NA		12/17/2002
				To:	US 460							
(778)	0.10	110	R	From:	92-805		NA			NA		10/17/2002
	0.10	110	K	. —		7	INA			INA		12/17/2002
778)	0.33	80	R	From:	0.10 MN 92-805		NA			NA		12/17/2002
(116)	0.00			To:	Dead End		1471			147 (12/11/2002
				From:	Dead End							
779	0.12	170	R				NA			NA		10/23/2002
				From:	0.12 MW Dead End]						
(779)	0.11	190	R		22.52.1	7	NA			NA		10/23/2002
				To:	92-604	1						
(780)	0.13	240	R	From:	Dead End	_	NA			NA		12/17/2002
760)	00			To:	92-730							,,
				From:	US 19							
(781)	0.80	120	R			7	NA			NA		12/03/2002
				To:	US 19	<u> </u>						
700	0.05	130	R	From:	SR 102		NA			NA		11/26/2002
782	0.03	130	IX.	т	00.761	7	INA			INA		11/20/2002
702)	0.35	170	R	From:	92-761		NA			NA		11/26/2002
782				To:	92-643							
				From:	US 460 WEST							
783	0.03	280	R				NA			NA		12/17/2002
				From:	0.03 ME US 460 WEST]						
(783)	0.27	210	R				NA			NA		12/17/2002
				From:	0.30 ME US 460 WEST]——						1011=15::
783	0.40	420	R	To:	US 460 EAST	1	NA			NA		12/17/2002
					US 400 EAST	1						

					razeweli Mairiteriarice Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Cazewell County				From:	92-644	1						
784)	0.35	200	R			_	NA			NA		11/22/200
				To:	92-748							
	0.07	20	ь	From:	Dead End	ļ	NIA			NΙΔ		11/22/200
785	0.07	30	R	_		-	NA			NA		11/22/200
705	0.07	90	R	From:	92-809		NA			NA		11/22/200
785	0.07	30		To:	92-644	1	IVA			IVA		11/22/200
				From:	Dead End							
786	0.50	100	R			=	NA			NA		12/10/200
				To: From:	92-790	<u> </u>						
786	0.05	190	R		22.52	1	NA			NA		12/10/200
				To:	92-626							
707	0.20	60	R	From:	92-617	1	NA			NA		12/17/200
787)	0.20	00		To:	Dead End	1	IVA			IVA		12/11/200
				From:	SR 61							
788	0.22	140	R			•	NA			NA		12/05/200
				To-	Dead End							
	0.10	20	ь	From:	Dead End]	NIA			NIA		10/22/200
789	0.10	20	R	To:	US 19 BUS	1	NA			NA		10/23/200
				From:	92-786	<u> </u>						
790	0.40	110	R		<i>32 100</i>	3	NA			NA		12/10/200
				To:	Dead End							
791)				From:	92-801							
	0.16	100	R	To:	92-637	1	NA			NA		12/10/200
				From:								
792	0.10	130	R		92-752	j	NA			NA		12/17/200
				To:	Dead End							
				From:	NCL Tazewell	NA 1				10/		
793)	0.37	3000) R	т	V				NA		10/23/200	
				To:	NCL Tazewell	1						
705	0.05	90	R	From:	92-771 NA		NA		11/26/200			
795	0.00	00	• • • • • • • • • • • • • • • • • • • •	To:	0.05 MT 02.771	1	14/ (147.		11/20/200
795	0.04	170	R	From:	0.05 ME 92-771	1	NA			NA		11/26/200
795				To:	SR 102]						
				From:	92-655							
796	0.30	70	R	. —		7	NA			NA		11/22/200
				To:	Dead End							
707	0.10	80	R	From:	Dead End]	NA			NA		12/17/200
797)	0.10	00	IX.	To:	92-687	1	INA			INA		12/11/200
				From:	92-799							
798)	0.09	200	R			=	NA			NA		11/22/200
				To:	92-644	<u> </u>						
\bigcirc	0.44	465	_	From:	92-798		N.1.4					44/00/000
799	0.14	160	R	To:	92-702	1	NA			NA		11/22/200
				From:	Dead End							
800	0.08	70	R		Dead DIIG	1	NA			NA		11/22/200
				To:	92-644							

					razewen Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Peak QK Di Hour Fac		V Year
Tazewell County				From:	92-631	1		
801)	0.04	100	R	<u> </u>	92-031	NA NA	NA	12/10/2002
				To: From:	92-791]		
801)	0.23	100	R	To:	92-637	NA I	NA	12/10/2002
				From:	SR 102			
802	0.60	110	R		SR 102	I NA	NA	1995
				Tn·	Dead End			
\bigcirc				From:	92-644			
803)	0.20	60	R	To:	Dead End	NA I	NA	11/22/200
				From:	US 460			
804)	1.33	470	R		C5 100	NA	NA	12/17/200
				To: From:	92-669			
804)	0.38	270	R	rioiii.		NA	NA	12/17/2002
<u> </u>				To:	92-687			
	0.00	440	_	From:	US 460	N/A	NIA	40/47/000
805)	0.06	110	R	. —		NA I	NA	12/17/2002
(00)	0.06	NA		From:	92-778	NA	NA	
805	0.00	IVA		To:	Dead End	19/1	IVA	
				From:	SR 67			
806)	0.37	3200	R			NA	NA	1995
				To:	US 460			
807)	0.10	50	R	From:	92-774] NA	NA	11/22/2002
	0.10	50	K	To:	Dead End	INA	INA	1 1/22/2002
				From:	92-697			
808)	0.45	60	R			NA	NA	11/26/2002
				To:	Dead End			
	0.20	40	R	From:	Dead End	N/A	NA	11/22/2004
809	0.20	40	ĸ	To:	92-785	NA I	INA	11/22/2002
				From:	92-643			
(810)	0.20	10	R			NA	NA	12/10/2002
				To:	Dead End			
\bigcirc	0.04	400		From:	Dead End	NI A		40/40/000
811)	0.61	190	R	To:	92-609	NA I	NA	12/12/2002
				From:	92-631 WEST			
812	0.17	80	R			NA	NA	12/10/2002
				To:	92-631 EAST			
\bigcirc		_		From:	Dead End			100-
813)	0.05	9	R			NA	NA	1995
	0.10	40		From:	0.05 ME Dead End	NA NA	NA	1995
813)	0.10	40	R	To:	92-620	INA I	INA	1995
-				From:	92-609			
814)	0.11	20	R		2 002	NA	NA	12/12/2002
				To:	Dead End	<u> </u>		
\bigcirc		446	_	From:	92-644	***		44/00/00=
815)	0.20	110	R	To:	Dead End	NA I	NA	11/22/2002
				From:	92-748			
816)	0.32	60	R	<u> </u>	72-170	I NA	NA	11/22/2002
010				To:	Dead End			

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Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Pea Hou	()K	Dir Factor	AAWDT	QW	Year	
Tazewell County				From:	Dead End							
817)	0.05	40	R		=	NA			NA		12/05/200	
				To: From:	0.05 ME Dead End							
817)	0.48	90	R			NA			NA		12/05/200	
				To:	SR 61							
010	0.61	980	R	From:	92-720	l NA			NA		12/03/200	
818)	0.01			To:	Dead End	INA						
				From:	92-636							
819	0.60	20	R		B 15.1	NA			NA		12/10/200	
				To:	Dead End							
(020)	0.02	240	R	From:	Dead End	l NA			NA		10/23/200	
820	0.02	2-10	• • • • • • • • • • • • • • • • • • • •	To:	US 19				147.		10/20/200	
				From:	Dead End							
821)	0.10	20	R			NA			NA		11/22/200	
				To:	92-657							
	0.17	70	ь	From:	Dead End	NIA.			NΙΔ		11/22/200	
822	0.17	70	R	To:	92-657	NA I			NA		11/22/200	
				From:	SR 91							
824)	0.16	30	R		Dity.	NA			NA		10/23/200	
				To:	SR 91							
825				From:	Dead End							
	0.34	50	R	To:	92-644	NA I			NA		11/22/200	
				From:	US 19; US 460							
826	0.18	160	R	<u> </u>	US 19, US 400	NA			NA		10/23/200	
				To:	Dead End							
	0.08			From:	92-818							
827)		160	R			NA			NA		12/03/20	
				To:	Dead End							
830	0.35	410	R	From:	SR 16	l NA			NA		11/15/200	
630)	0.00		• • • • • • • • • • • • • • • • • • • •	To:	92-643	1.0					11/10/200	
				From:	NCL Tazewell							
831)	0.56	670	R			NA			NA		11/07/200	
				To: From:	92-732							
831)	0.15	330	R			NA			NA		11/07/200	
		:		To: From:	92-733							
831)	1.41	220	R	To:	92-645	NA I			NA		11/07/200	
				From:								
833	0.28	60	R		Cul-de-Sac	l NA			NA		1999	
				To:	92-618							
				From:	US 19							
834)	0.19	430	R			NA			NA		1999	
				To:	Dead End							
	1.22	500	R	From:	Cul-de-Sac	l NA			NA		1995	
835)	1.22	500	ĸ	To:	US 19; 92-719	INA			INA		1990	
				From:	92-735							
836)	0.37	100	R		7= 100	NA			NA		1999	
			_	To:	Cul-de-Sac							

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Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	 QC I	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Tazewell County				From:	92-637	1						
837)	0.16	470	R		92-037		NA			NA		1999
				To	Dead End							
	0.20	160	R	From:	Dead End		NΙΔ			NΙΔ		1000
838	0.30	160	ĸ	To:	92-837	7	NA			NA		1999
				From:	92-637							
840	0.05	20	R			7	NA			NA		12/12/2002
				To: From:	Dead End							
841)	0.07	20	R	110	92-637	<u> </u>	NA			NA		12/12/200
041)				To:	Dead End	1						
\bigcirc				From:	Cul-de-Sac/							
844)	0.41	NA		To:	92-00602(B)/	7	NA			NA		
				From:	92-846	1						
845)	0.25	220	R	<u>. </u>	<i>72</i> 0 10	-1	NA			NA		11/26/2002
				To:	92-660							
	0.05	49	R	From:	92-845		NA			NA		11/26/2002
846)	0.03	43	K	To	Dead End	1	INA			INA		11/20/2002
				From:	92-655							
847)	0.14	NA				7	NA			NA		
				To:	Cul-de-Sac							
848)	0.62	NA		From:	Dead End	J	NA			NA		
				To	Cul-de-Sac							
849				From:	Cul-de-Sac]						
	0.37	NA		To:	92-603	7	NA			NA		
				From:	92-651	<u> </u>						
850	0.68	130	R	<u> </u>	72-031	4	NA			NA		11/15/2002
				To:	Cul-de-Sac							
\bigcirc	0.22	20	R	From:	92-1260; FR-607		NA			NIA		10/17/200
854)	0.23	20	ĸ	To:	Dead End	Dead End		NA		12/17/2002		
				From:	92-631							
(855)	0.20	40	R			-	NA			NA		1999
				To:	Cul-de-Sac							
(960)	0.17	NA		From:	Cul-de-Sac	J	NA			NA		
860	0.17	IVA		To:	92-644]	1471			14/1		
				From:	US-00019(B)/							
871)	0.07	NA		To:		7	NA			NA		
				From:	Dead End/	<u> </u>						
880	0.32	180	R	FIOIII.	US 19	J	NA			NA		1999
				To	Dead End							
885			_	From:	92-886							
	0.22	180	R	To:	92-723	7	NA			NA		1999
				From:	92-723	<u> </u>	<u> </u>					
886	0.19	50	R	<u> </u>	72-001	_	NA			NA		1999
				To:	92-885	<u></u>						
	0.00	40	_	From:	Dead End		NIA			N: A		4000
887)	0.03	10	R	To:	92-886	1	NA			NA		1999
					72-000	1						

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Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Peak Hour	()K	Dir Factor	AAWDT	QW	Year
Fazewell County				From:		ī					
(887)	0.17	46	R		92-886	NA			NA		1999
001)				To:	92-723						
				From:	Dead End						
1001	0.45	49	R			NA			NA		11/22/200
				From:	92-1006	 					
(1001)	0.33	210	R			NA -			NA		11/22/2002
	0.45	400	_	From:	92-1007	<u></u>			NIA		44/00/000
1001	0.15	180	R			NA •			NA		11/22/2002
	0.24	240	R	From:	92-1002	NA			NA		11/22/200
(1001)	0.24	240	IX.	т	00.100.5	11/7			INA		11/22/200
(1001)	0.14	350	R	From:	92-1005	NA			NA		11/22/200
(1001)				To:	92-644	1					
				From:	92-1006						
(1002)	0.14	70	R			NA			NA		1999
				To: From:	92-1001 Gap Terminus 92-644 Gap Terminus						
(1002)	0.06	70	R	<u> </u>	92-044 Gap Terminus	NA NA			NA		11/22/2002
1002				To-	92-1003						
				From:	92-758						
(1003)	0.15	260	R			NA			NA		11/22/2002
				To: From:	92-1002	<u> </u>					
1003	0.10	300	R			NA			NA		11/22/2002
				In.	92-644	<u> </u>					
	0.17	40	R	From:	Dead End) NA			NA		11/22/2002
1004	0.17	40	IX.	To:	92-644]			INA		11/22/2002
				From:	Dead End						
1005	0.15	30	R	<u> </u>		NA			NA		11/22/2002
				To: From:	92-1006	1					
1005	0.09	90	R			NA			NA		11/22/2002
				To:	92-1001						
	0.05	40	_	From:	92-1001]					4000
1006	0.25	40	R			NA -			NA		1999
\bigcap	0.30	50	-	From:	92-1002	NA.			NIA		11/22/2001
(1006)	0.30	50	R	To:	92-1005	NA 1			NA		11/22/2002
				From:	92-1001						
(1007)	0.10	250	R		22 3003	NA			NA		11/22/2002
<u> </u>				To: From:	92-644]					
(1007)	0.18	80	R			NA			NA		11/22/2002
				To:	92-758						
\bigcirc				From:	Cul-de-Sac]					
1010	0.30	120	R	To:	92-651	NA 1			NA		11/05/2002
				From:	Cul-de-Sac	l					
(1011)	0.12	60	R		Cui-uc-sac	J NA			NA		11/15/2002
				To:	92-1010						
				From:	Dead End]					
1020	2.25	NA				NA			NA		
				To:	92-719						
$\overline{}$	1.35	150	R	From:	92-604] NA			NA		1999
1040	1.33	150	ĸ	To:	Dead End	INA			INA		1999
				1		I					

					I az	ewell Maintenance Area	3							
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail		QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Tazewell County				From:		92-1040	1							
(1041)	0.38	40	R			92-1040			NA			NA		1999
				To-		Dead End								
\bigcirc	0.00	440	_	From:		Begin Loop								4000
(1045)	0.60	110	R						NA			NA		1999
	0.10	160	R	From:		End Loop			NA			NA		1999
(1045)	0.10	100		To:		US 19			INA			14/3		1000
Town of Pocahontas														
	0.06	610	R	From:		Dead End			NA			NA		1986
(1101)	0.06	610	ĸ	. —					INA			NA		1900
(1101)	0.12	380	R	From:		92-1103			NA			NA		1986
(1101)	• • • • • • • • • • • • • • • • • • • •			To:		Dead End								
				From:		Dead End								
(1102)	0.07	510	R						NA			NA		1986
				From:		92-1103								
(1102)	0.12	140	R	To:		Dead End			NA			NA		1986
				From:		Dead End	I							
(1103)	0.06	510	R	<u> </u>		Dead End			NA			NA		1995
				To:		92-1102								
(1103)	0.05	1400	R	From:		7			NA			NA		1995
				To: From:		92-1101	-							
(1103)	0.07	2900	R						NA			NA		1995
				From:		92-644								
1103	0.05	1500	F	95% To:	1%	3% 0% 0% 0.05 MN 92-644	0%	С	0.090	F	0.59	1500	F	2002
T. H.C. 4						0.03 MIN 92-044								
Tazewell County				From:		92-1111								
(1110)	0.09	130	R						NA			NA		10/23/2002
				To:		SR 91								
(1111)	0.05	60	R	From:		Dead End			NA			NA		1999
	0.00			To:		92-1110			147 (147 (1000
(1111)	0.15	80	R	From:		92-1110			NA			NA		10/23/200
				To:		Dead End								
\bigcirc				From:		Cul-de-Sac								
(1120)	0.15	NA		To:		92-1122			NA			NA		
				From:		92-1122	<u> </u>							
(1121)	0.14	NA		<u> </u>		72-112U			NA			NA		
				To:		Cul-de-Sac								
\sim				From:		92-1120								
(1122)	0.12	NA		To:		Cul-de-Sac			NA			NA		
						Cui-de-Sac								
Town of Cedar Bluff				From:		US 460 BUS								
(1201)	0.52	40	R						NA			NA		12/17/200
				To:		US 460 BUS								
(1202)	0.03	70	R	From:		Dead End			NA			NA		1991
(1202)				To:		02 1202			1 1/1			IN/A		
(1202)	0.16	230	R	From:		92-1203			NA			NA		1991
(1202)	J. 10			To:		US 460 BUS			, .					.501
	-					·								

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Route	Length	AADT	QA	4Tire	BusTruckTrail 2Trail	OC.	QK Dir Facto	AAWDT QW	Year
Town of Cedar Bluff							. 4010	•	
(1000)	0.29	610	R	From:	US 460 BUS	NA NA		NA	1991
(1202)	0.23	010	- 1	To:	92-1205	1 1		IVA	1001
1202	0.10	490	R	From:	92-1203	NA		NA	1991
				To:	92-631				
\bigcirc				From:	92-1202				
(1203)	0.10	430	R	To:	LIC 460 DUC	NA I		NA	1991
				From:	US 460 BUS Dead End				
1204	0.06	250	R	<u> </u>	Dead End	I NA		NA	1986
				To:	US 460 BUS	1			
1204	0.03	160	R	From:	CO NO BOS	NA		NA	1991
				To:	Dead End				
\bigcirc				From:	US 460 BUS				
1205	0.10	320	R	To:	92-1202	NA I		NA	1986
F. H.C. 4				J	92-1202				
Fazewell County				From:	62-1208				
(1206)	0.07	330	R			NA		NA	12/17/2002
				To:	92-631				
	0.03	400	R	From:	92-1208	NA		NA	1986
1207	0.03	400	K	To:	92-631]		INA	1900
				From:	92-1206				
1208	0.08	240	R			NA		NA	1986
				To: From:	92-1207				
1208)	0.12	140	R			NA		NA	1986
				To:	Dead End				
Town of Cedar Bluff				From:	92-707	1			
(1209)	0.18	240	R	<u> </u>	7= 101	NA		NA	1986
				To:	92-707				
				From:	92-621				
1210	0.10	60	R	To:	NCL Cedar Bluff	NA I		NA	1999
				J	NCL Cedal Bluff				
Tazewell County				From:	NCL Cedar Bluff				
(1210)	0.25	40	R	_		NA		NA	12/17/2002
				To:	Dead End				
Town of Cedar Bluff				From:	Dead End				
(1211)	0.10	49	R		2000	NA		NA	1999
				To: From:	92-1212]			
(1211)	0.05	140	R	rioiii.		NA		NA	12/17/2002
				To:	92-621				
	0.40	470	_	From:	92-1211	NIA.		NIA	40/47/0000
(1212)	0.43	170	R	To:	92-621	NA I		NA	12/17/2002
				From:	Dead End				
(1213)	0.15	130	R	<u> </u>	Deux 23.0	NA		NA	12/17/2002
				То:	US 460 BUS				
Tazewell County				r.	F 177 1	T			
(1214)	0.40	1000	R	From:	Dead End	NA NA		NA	12/17/2002
(1214)	0.40	.000	• • •	To:	WCL Richlands]		1 1/1	, .,,2002
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ength 0.21	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	 qC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
n 21				Zi tale o i i tale i i i ali							. 501
n 21			From:	92-1216	1						
0.21	290	R) <u>2 1210</u>		NA			NA		1995
			To-	92-724							
			From:	92-1215							
0.14	170	R	To:	Dood End	_	NA			NA		1995
0.13	NA			Dead End	_	NA			NA		
			To:	92-1219	1						
			From:	US 19							
0.62	620	R			_	NA			NA		1995
				Dead End							
0.40	440	_	From:	Cul-de-Sac		N.1.A			NIA		4000
0.19	140	ĸ			_	NA			NA		1986
0.07	500	_	From:	92-1225		NIA			NIA		4000
0.07	500	К				NA			NA		1986
0.04	400	_	From:	92-1224	_	NI A			NIA		4000
0.21	490	К				NA			NA		1986
0.16	970		From:	92-1223		NIA			NΙΔ		1006
0.16	6/0	ĸ			_	INA			NA		1986
0.16	000		From:	92-1221		NIA			NΙΔ		1986
0.10	000	ĸ			_	INA			INA		1900
0.07	2000	_	From:	92-1227		NIA			NΙΔ		10/17/2002
0.27	2000	ĸ	To:	92-609	7	INA			NA		12/17/2002
			From:								
0.07	290	R) 2 1 2 2 2	 !	NA			NA		1986
			To:	92-1220							
			From:	92-1221							
0.20	280	R				NA			NA		1986
			From:	92-1223							
80.0	80	R	т		_	NA			NA		1999
0 0 7	470	R	rioiii.	92-1227		ΝΔ			ΝΔ		1986
0.07	470		To:	02 1225	_	INA			INA		1500
ი 27	100	R	From:	92-1225		NΔ			NΑ		1986
0.21		••	To:	02 1220	_				10.		1000
0 06	140	R	From:	92-1220		NA			NA		1986
0.00			To:	92-1222	1						
			From:	92-1226							
0.16	250	R				NA			NA		1986
			To:	92-1220							
			From:	92-1223							
0.15	240	R				NA			NA		1986
0.40	400		From:	92-1226	_	N1.0			NIA		4000
U.1U	160	К	h		_	NΑ			NA		1986
0.40	202	_	To: From:	92-1227	_	N.1.A			NI A		4000
U.13	300	к	To:	92-1220		NΑ			NΑ		1986
					<u> </u>						
0.06	230	R	<u> </u>	72-1223	_	NA			NA		1986
			To:	92-1224							
	0.19 0.07 0.21 0.16 0.16 0.27 0.07 0.20 0.08 0.07 0.27 0.06	0.13 NA 0.62 620 0.19 140 0.07 500 0.21 490 0.16 870 0.16 880 0.27 2000 0.07 290 0.20 280 0.08 80 0.07 470 0.27 100 0.06 140 0.16 250 0.15 240 0.10 160 0.13 300	0.13 NA 0.62 620 R 0.19 140 R 0.07 500 R 0.21 490 R 0.16 870 R 0.16 880 R 0.27 2000 R 0.07 290 R 0.007 470 R 0.07 470 R 0.07 470 R 0.16 250 R 0.16 250 R 0.15 240 R 0.11 160 R 0.13 300 R	0.13 NA To From: 0.62 620 R To 0.19 140 R 0.07 500 R 0.21 490 R 0.16 870 R 0.16 880 R 0.27 2000 R To To To To To To To To To T	Dead End Dead End	Dead End Dead End	Dead End Dead End	Dead End Dead End Dead End NA	Dead End Dead End Dead End Dead End NA Dead End Dead End NA Dead End NA Dead End NA Dead End Dead End NA Dead End Dead End NA Dead End Dead End	Dead End Dead End	Deal End Deal End

					l azeweli Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Peak Hour	QK Dir Factor	AAWDT QW	Year
Tazewell County				From:	92-1225	1			
1227)	0.27	240	R		72 1220	NA		NA	1986
				To: From:	92-1223	ļ			
1227	0.38	590	R	110111.		NA		NA	1986
				To: From:	92-1228				
1227)	0.07	740	R			NA		NA	1986
				To:	92-1220				
	0.37	240	R	From:	92-1227	NA NA		NA	1986
1228	0.57	240	IX.	To:	Dead End			IVA	1900
				From:	US 19				
1229	0.39	280	R			NA		NA	1999
				To:	Dead End				
\bigcirc				From:	US 19				100-
1230	0.90	580	R	To:	92-1233	NA I		NA	1995
				From:	92-1230				
1231)	0.20	500	R		92-1230	NA NA		NA	1999
				To-	92-1232				
				From:	92-1233				
1232	0.20	310	R			NA		NA	1995
				To:	92-1231				
1000	0.70	250	R	From:	92-1230	NA		NA	1995
1233	0.70	230	IX.	To:	92-1232]		IVA	1990
				From:	US 460; 92-719				
1234	0.79	680	R		,	NA		NA	1995
				To:	92-1233				
\bigcirc			_	From:	US 460				
1235	0.19	1100	R	To:	Dead End	NA I		NA	1995
				From:	US 460				
1236	0.08	NA		<u> </u>	US 400	NA NA		NA	
				To:	92-1235				
				From:	92-1233				
1237	0.05	NA				NA		NA	
				To:	92-1253				
(1990)	0.26	NA		From:	92-1230	NA		NA	
1238)	0.20	IVA		To:	92-1239	IN/A		IN/A	
				From:	92-1230				
1239	0.20	NA				NA		NA	
				To:	92-1238	<u> </u>			
\bigcirc	0.00	4=0	_	From:	92-603			NIA.	40/40/202
1240	0.32	170	R	To:	Dead End	NA I		NA	12/12/200
				From:	92-1242	<u> </u>			
1241)	0.21	90	R	Ш.	7L-1L7L	NA NA		NA	12/12/200
				To:	92-1240				
				From:	92-603				
1242	0.09	30	R			NA		NA	12/12/200
				To:	92-1241				
	0.18	NA		From:	Dead End/	NA		NA	
1243	U.10	INA		To:	92-01229(B)/	INA]		INA	
)L-0122/(DJ)	1			

					razeweli Mairiteriance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Peak Hour	QK Dir AAWDT Factor	QW Year
Tazewell County				From:	Dead End/			
1244)	0.23	NA			Dead Ends	NA	NA	
				To:	92-01229(B)/			
	0.50	420	R	From:	Cul-de-Sac	NA	NA	12/12/200
1245	0.50	420	K	To:	92-603	l NA	INA	12/12/200
				From:	92-00838(L)/			
1246	0.33	NA				NA	NA	
				To:	Dead End/			
1247) Forest Hills Drive	0.60	NA		From:	Dead End	NA NA	NA	
1247) 1 6/660 111116 21116	0.00			To:	92-610		1471	
				From:	Dead End/			
1248	0.34	NA			22 242 473 4	NA	NA	
				To: From:	92-01214(L)/			
1250)	0.07	230	R	rioiii.	US 19	NA NA	NA	1999
1230				To:	92-1251			
<u> </u>				From:	92-1250			
1251)	0.05	120	R	To	02 1220	NA I	NA	1999
				From:	92-1230			
1252	0.25	110	R		Dead End	NA NA	NA	1999
1202)				To:	92-1231; 92-1232			
				From:	92-1233			
1253	0.36	60	R			NA	NA	1999
	0.45			To: From:	92-1237			1000
1253	0.15	40	R	To:	Cul-de-Sac	NA	NA	1999
				From:	92-1230			
1254	0.22	80	R		72 1250	NA	NA	1999
				To:	Dead End			
$\overline{}$	0.40	450	-	From:	FR 607	N. A.	NIA	1000
1260	0.40	150	R	To:	Dead End	NA I	NA	1999
				From:	NCL Tazewell			
1301)	0.35	50	R			NA	NA	1991
				To:	Dead End			
\bigcirc	0.22	240	_	From:	SR 61	NA	NIA	1006
1302	0.23	310	R	To:	Dead End	NA I	NA	1986
				From:	Dead End			
1303	0.11	50	R	<u> </u>		NA	NA	1999
				To: From:	0.11 ME Dead End			
1303	0.11	60	R			NA	NA	1986
				To:	92-678			
1305	0.14	210	R	From:	92-600	NA NA	NA	1986
	J. 14			To:	92-1306	11/1	14/1	
1305	0.04	60	R	From:	92-1500	NA	NA	1986
				To	Dead End			
\sim				From:	92-1305			
1306	0.07	40	R	To:	02 1207	NA I	NA	1986
				10.	92-1307			

					razeweli Mairiteriance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	 QC	Peak Hour	QK Fac		Year
Tazewell County				From:	92-600	i				
(1307)	0.13	80	R		92-000	J	NA		NA	1986
				To	92-1306					
\sim				From:	Cul-de-Sac/					
1308	0.47	NA		To:	02.01210/70/	7	NA		NA	
				From:	92-01310(B)/ 92-01308(B)/	1				
(1309)	0.19	NA			92-01308(B)/		NA		NA	
				To:	Cul-de-Sac/	1				
				From:	ECL Tazewell					
1310	0.28	440	R	To:	DJrJ	7	NA		NA	1986
				From:	Dead End					
(1311)	0.11	NA		r toni.	92-1310	J	NA		NA	
(1311)	• • • • • • • • • • • • • • • • • • • •			To:	92-1312	1				
_				From:	92-1311					
(1312)	0.08	NA		_		_	NA		NA	
				To:	Charles Street					
	0.04	340	R	From:	92-1318	J	NA		NA	1986
1315)	0.04	340	IX.	To:	ECL Tazewell	1	INA		IVA	1900
				From:	92-1318					
1316	0.06	150	R			_	NA		NA	1986
				To:	92-600					
\bigcirc	0.00	50		From:	92-1318		NIA		NIA	1000
317)	0.06	50	R	To:	92-600	7	NA		NA	1999
				From:	92-1315					
1318	0.20	220	R		25.55.5		NA		NA	1986
				To: From:	92-1316	 				
1318	0.06	70	R			- -	NA		NA	1986
				To:	92-1317					
	0.22	200		From:	Dead End		NIA		NIA	1000
1325	0.32	290	R	To:	SCL Tazewell	7	NA		NA	1999
				From:	92-1325	<u>.</u>				
(1326)	0.11	70	R	-			NA		NA	1999
				To:	Cul-de-Sac					
\bigcirc			_	From:	92-1331					10/07/0000
1330	0.20	430	R	To:	92-735	7	NA		NA	12/05/2002
				From:	92-1330	1				
1331	0.26	320	R	<u> </u>	72-1330	_	NA		NA	12/05/2002
				To:	92-1335					
				From:	92-1331					
(1332)	0.20	230	R	To:	02.525	7	NA		NA	12/05/2002
				From:	92-735					
(1333)	0.09	NA			92-1330	J	NA		NA	
				To:	92-1332					
				From:	92-1330					<u> </u>
1334	0.24	NA				7	NA		NA	
				To:	92-1335	<u> </u>				
	0.06	NA		From:	92-1331	J	NA		NA	
1335)	0.00	IVA		To:	92-1334	1	INA		INA	
				<u>I</u>	·					

					l azeweli Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Tr	QC I	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Fazewell County				From:	92-1337	1						
(1336)	0.20	30	R	<u> </u>	72 1337		NA			NA		1999
				To	92-735							
\bigcirc				From:	SR 61							
1337	0.08	390	R				NA			NA		1999
				To: From:	92-1336							
(1337)	0.01	260	R	To:	DJ.FJ	_	NA			NA		1999
				From:	Dead End	1						
1340	0.49	190	R	110111.	SR 61 WEST	_	NA			NA		12/05/200
(1340)	00		•••	To:	SR 61 EAST	1						
				From:	92-1340 WEST							
1341)	0.17	60	R			_	NA			NA		12/05/200
\bigcup				To	92-1340 EAST							
\bigcirc				From:	92-1340 WEST							
1342	0.16	40	R	To:	92-1340 EAST	_	NA			NA		12/05/200
				From:		1						
(1404)	0.06	180	R	r roin.	92-1405		NA			NA		1986
1401	0.00	100		To	02.1404	_	147 (14/ (1000
	0.06	270	R	From:	92-1404		NA			NA		1986
1401)	0.00	2.0		To	02.1402	_	147 (14/1		1000
(1401)	0.04	420	R	From:	92-1403		NA			NA		12/03/200
1401	0.04	420		To	US 19	7	147 (14/1		12/00/200
				From:	92-1403							
(1402)	0.05	290	R	<u></u>		_	NA			NA		12/03/200
				To:	US 19							
				From:	92-1401							
(1403)	0.05	50	R				NA			NA		1986
				To: From:	92-1402]						
(1403)	0.15	110	R	т	02.1404	_	NA			NA		1986
				To:	92-1404							
1404)	0.13	100	R	From:	92-1401	_	NA			NA		1986
(1404)	0.13	100		т	00.1100	_	14/7			IVA		1300
	0.20	80	R	From:	92-1403		NA			NA		1986
1404	0.20	00		To:	92-1405	7	14/7			IVA		1300
				From:	92-1401							
1405)	0.26	90	R	<u> </u>		_	NA			NA		1986
<u> </u>				To:	92-1404							
\bigcirc				From:	92-754							
1410	0.35	460	R	Tar	110.10	_	NA			NA		12/03/200
				To:	US 19							
	0.20	110	R	From:	92-678		NA			NA		1995
1420	0.20	110	ĸ	To:	92-1421	7	INA			INA		1990
				From:	92-1420	i						
1421	0.09	30	R	<u></u>	/# 1 I#V	_	NA			NA		1995
\cup				To	92-1423							
				From:	92-1423							
1422	0.03	30	R			_	NA			NA		1995
				To:	Dead End							
				From:	92-678					_	-	
(1423)	0.16	120	R	т	22.1421	_	NA			NA		1995
				To:	92-1421							

					I az	zewell Maintenance Area	l							
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail		QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Tazewell County				From:										
1501	0.05	420	R	r rout.		US 19			NA			NA		12/03/2002
				To: From:		92-1502	-							
(1501)	0.10	150	R	rioni.					NA			NA		1986
				To: From:		92-1503	-							
(1501)	0.09	70	R	To:		92-1504			NA			NA		1986
				From:		92-1501								
(1502)	0.07	50	R			,=			NA			NA		1986
				To:		Dead End								
(ISO)	0.12	50	R	From:		92-1501			NA			NA		1999
(1503)	0.12			To:		Dead End			147 (147.0		1000
				From:		92-1501								
1504	0.20	70	R	To:		02.1505			NA			NA		1986
				From:		92-1505 Dead End								
(1505)	0.12	60	R			Dead End			NA			NA		1999
				To: From:		92-1504	-							
(1505)	0.16	60	R						NA			NA		1986
				From:		Begin Loop	-							
(1505)	0.35	40	R						NA			NA		1986
	0.02	20	R	From:		92-1506 NORTH	-		NA			NA		1986
1505	0.02	20	IX.	To:		92-1506 SOUTH			INA			INA		1900
(1505)	0.04	40	R	From:		92-1300 300 111			NA			NA		1986
				To:		End Loop								
\bigcirc	0.00	40		From:		92-1505			NIA			NIA		1000
1506	0.06	10	R	To:		92-1505			NA			NA		1986
				From:		US 19; 92-744								
(1509)	0.07	240	R						NA			NA		12/03/2002
				To: From:		Dead End	<u> </u>							
(1510)	0.24	150	R	r tom.		Dead End			NA			NA		12/10/2002
				To: From:		92-1511	 -							
1510	0.16	190	R						NA			NA		12/10/2002
				To: From:		92-631								
(1511)	0.05	30	R	From:		Dead End			NA			NA		12/10/2002
(1311)				To:		92-1510								
				From:		US 19								
1520	0.12	350	R	To:		92-1521			NA			NA		12/03/2002
				From:		92-1520	-							
(1521)	0.13	210	R	_					NA			NA		12/05/2002
				To-		92-1522								
	0.15	90	R	From:		Dead End			NA	_		NA		12/03/2002
(1522)	U.13	<i></i>		To:		92-1521								
				From:		92-664								
1523	0.28	160	R						NA			NA		12/03/2002
				To:		Dead End								

					razeweli iviali ileriarice Area					
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Tra	ιν.	Peak Hour	QK Dir Factor	AAWDT Q	W Year
Tazewell County				From:	Dead End	+				
1524	0.13	40	R		Dead End	_	NA		NA	1999
				To: From:	Locust Street	7—				
1524	0.06	46	R				NA		NA	1999
				To: From:	92-1523]—				
1524	0.05	49	R	To:	92-1525	⊣	NA		NA	1999
				From:	92-1526	1				
1525)	0.24	60	R		92-1320		NA		NA	12/03/200
				To:	92-1527					
\bigcirc				From:	92-1525					10/00/00
1526	0.04	60	R	To:	US 19	7	NA		NA	12/03/200
				From:	22-1525					
1527	0.04	100	R	<u> </u>	EE-13E3	_	NA		NA	12/03/200
				To:	US 19					
$\overline{}$				From:	US 19					
1530	0.39	140	R	To:	Dead End	_	NA		NA	1995
				From:	92-717	+				
9522	0.20	200	R	<u> </u>	72-111		NA		NA	1986
				To:	Halls Mill School					
\sim				From:	92-604					
9559	0.11	100	R	To:	The word Weller Cale of	_	NA		NA	1986
				From:	Thompson Valley School US 460 BUS					
9560)	0.71	1100	R		US 400 BUS	_	NA		NA	1991
				To:	Richlands School	<u></u>				
$\overline{}$				From:	Pocahontas High School					
9561	0.26	200	R	To:	92-644	_	NA		NA	1986
				From:	92-637	1				
9562	0.15	100	R	<u>. </u>	72-037	_	NA		NA	1991
				То:	Rivermont School					
$\overline{}$				From:	92-1215					
9635)	0.14	760	R	To:	92-724	7	NA		NA	1999
				From:	92-627					
9705	0.06	5	R		92-027	_	NA		NA	1991
				То:	Bandy School					
$\overline{}$				From:	SR 61					
9706)	0.91	1300	R	To:	Dead End	_	NA		NA	1999
				From:	NCL Tazewell ; 92-793	+				
9707)	0.19	1700	R		NCL Tazewell , 92-793	_	NA		NA	1995
				To-	Tazewell Elem Sch	1				
\sim				From:	92-793]				
9708	0.29	700	R	To:	Tazewell Voc School	7	NA		NA	1995
				From:	92-745	1				
9866	0.06	150	R	<u> </u>	72-143		NA		NA	1986
				To:	Springville School					
				From:	92-774					
9928)	0.09	120	R	т	A11 X7 II	_	NA		NA	1986
				To:	Abbs Valley School					

					ıa	zewell Maintenance Are	a							
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trai		QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Bluefield														
O =			_	From:	201	Montrose St	201			_		4000	_	
Tazewell Ave	0.70	1500	F	99%	0%	0% 0% 0%	0%	С	0.095	F	0.579	1600	F	2002
<u> </u>				To: From:		Shenley Ave								
1 Tazewell Ave	0.18	1900	F	99%	0%	0% 0% 0%	0%	F	0.097	F	0.606	2000	F	2002
				To:		College Ave US 19								
O 11 1 5"	0.00		_	From:		0 Ramp to US 460 Ramp fr U		_	0.440	_	0.700	0.40	_	0000
2 Hockman Pike	0.80	220	F	100%	0%	0% 0% 0%	0%	С	0.116	F	0.733	240	F	2002
				From:		Edgewood Road Edgewood Rd								
2 Hockman Pike	0.40	1800	F	99%	0%	0% 0% 0%	0%	С	0.107	F	0.533	1900	F	2002
143				To:		Montross St								
				From:		Hockman Pike								
Montross St	0.13	1600	F	99%	0%	0% 0% 1%	0%	С	0.119	F	0.539	1700	F	2002
143)				To:		Virginia Ave								
_				From:		West Virginia State Line								
4 College Ave	0.03	13000	F	98%	1%	0% 0% 1%	0%	F	0.082	F	0.522	14000	F	2002
140				To-		Stadium Dr								
<u> </u>				From:		WCL Bluefield								
3250 Fincastle Turnpike	0.54	2700	F	95%	1%	1% 0% 3%	0%	F	0.106	F	0.682	2900	F	2002
140				To: From:		Hockman Pike								
3250 Fincastle Turnpike	0.15	3400	F	95%	1%	1% 0% 3%	0%	С	0.116	F	0.651	3700	F	2002
143/				To:		US 460 Bypass								
Valley Dale St	0.91	4500	F	98%	1%	0% 0% 1%	0%	F	0.094	F	0.565	4800	F	2002
143				To										
Valley Dale St	0.57	5900	F	From: 98%	1%	Mountain Lane Ave 0% 0% 1%	0%	С	0.103	F	0.593	6200	F	2002
Valley Dale St	0.07	0000	•	- T				Ū	0.100	•	0.000	0200	•	2002
Valley Dale St	0.09	8200	F	From: 98%	1%	Eastbound Ramp to US 460 0% 0% 1%	0%	F	0.100	F	0.609	8700	F	2002
Valley Dale St	0.09	0200	г	90 70 To:	1 70	College Ave	0%	Г	0.100	Г	0.009	6700	Г	2002
				From:										
Tazewell Ave	0.44	500	F	99%	1%	College Ave US 19 0% 0% 0%	0%	С	0.121	F	0.812	530	F	2002
1 azewell Ave	0.44	300	•	To:	1 /0	Hicks St	0 70	C	0.121	'	0.012	330	'	2002
				From:			1							
3253) Graham Ave	0.12	2200	F	97%	0%	Walnut St 1% 0%	0%	С	0.101	F	0.727	2400	F	2002
Graham Ave	0.12	2200	•	To:	0 70	Virginia Ave	070	O	0.101	į	0.727	2400	Ī	2002
Cown of Richlands							•							
OWI OF AICHAIR				From:		SCL Richlands	1							
Kent Ridge Rd	0.30	6100	F	97%	0%	1% 1% 1%	0%	С	0.082	F	0.573	6200	F	2002
140/				To:		Veteran St								
Kont Bidgo Dd	0.47	EC00	_	From:	00/	Veteran Dr	00/	_	0.000	_	0 EE 4	5 7 00	_	2002
4700 Kent Ridge Rd	0.47	5600	F	97% To:	0%	1% 1% 1% Front St	0%	F	0.088	F	0.554	5700	F	2002
				From:										
East St		1100	F	FIOIII.		Greever Ave			0.202	F		1200	_	2002
East St		1100	г	To:		Virginia Ave	1		0.202	Г		1200	F	2002
				From:										
Greever Ave		1100	F	110111.		Virginia Ave			0.202	F		1100	F	2002
Orecver Ave		1100	•	To:		East St			0.202	'		1100	'	2002
				From:		Tazewell Ave								
Hicks St		970	F			1 azeweli Ave			0.090	F		1000	F	2002
THORS OF		5. 5	•	To		Virginia Ave	1		0.000	•		1000	•	2002
				From:		Kent Ridge Rd	1							
S Front St		510	F	<u> </u>		Kent Kidge Ku			0.124	F		540	F	2002
O I IOIR OF		3.3	•	To:		Clinch Rd			J. 127	•		0-10	•	2002
				From:		Kent Ridge Rd								
Veteran Dr		2800	F	<u> </u>		Kent Kluge Ku			0.111	F		2900	F	2002
VOLOIGII DI		2000	•	To		2nd St			0.111	'		2000	•	2002
						Ziid St								

Route	Length	AADT	QA	4Tire	Bus Saxle 3+Axle 1Trail 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
				From:	US 19; 460 Bus Fincastle Tnpk							
Ben Bolt Ave		2200	F				0.109	F		2300	F	2002
				10:	ECL Tazewell							
				From:	WCL Tazewell							
Pisgah Rd		370	F				0.126	F		390	F	2002
				To:	ALT SR16 Fairgrounds Rd							